



## East Coast Area AGM and Supper 1 December 2012 West Mersea Yacht Club at 1800

*It's that time of the year again, when every member can come and tell the committee how well or badly they've performed in the past 12 months, offer comments, suggestions and criticisms and generally exchange views with the establishment.*

### Three important things to note this time around

1. Your Committee like to vary the venue each year, and this time it's West Mersea YC. Don't go to Woolverstone or Ipswich.

2. It's HW at the causeway to Mersea Island at about 1330 (Sat) and 0200 (Sun), don't get stranded.

3. Well known EC gaffers David and Persephone Lewin have invited all members and friends to a pre-AGM warm-up, offering a glass (or two) of mulled damson wine and home-produced canapés, from 4pm at their place in West Mersea, 200 yards from WMYC. Go up Firs Chase, at the side of WMYC. First on the right is Firs Hamlet.

No 7 is a brown house, last but one on the left.

RSVP via Clare Thomas

[clare.e.thomas@bt.com](mailto:clare.e.thomas@bt.com) or phone 01473 832808

There will be supper in the WMYC after the AGM business and a menu and booking form are attached (if you're receiving Eastcoaster by post) and on the website. WMYC need some idea of numbers, so send your form and cheque (payable to the Old Gaffers Association) before **21 November to**

**Julie Osborn**

**20 High Street, West Mersea, Colchester, Essex, CO5 8QD**

## A Word from the President

Members, Old Gaffers and young – I hope you'll come to our AGM and supper on 1 December 2012 at the West Mersea Yacht Club. The East Coast Area AGM will start at 1800. Find out what we've been up to over the past year and our plans for the Jubilee Celebrations in 2013. A lot of work has been taking place at National level as well as within our area to prepare for next year's activities to celebrate 50 years of the OGA. Much will be happening in the Blackwater in 2013 and our big change for our programme will be moving the August Classics Cruise to July. This will enable us to link up with the main East Coast Race and allow the fleet to carry on to Cowes for the big International rally in August.



Soon to be ex-editor enjoying  
*Molly Cobbler* in the August Classics

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Your views and thoughts of what we do and what you would like are always welcome and valued. We are always looking for volunteers to help run the wide range of events we put on across the area. Your help would be appreciated. Let us know at the meeting if you think you can help in some way or other.

There is a change of venue for the AGM this year. We have booked the West Mersea Yacht Club who are going to provide us with a meal upstairs in their dining room after the AGM at approximately 7:30-8:00. Let Julie Osborn know if you would like to book a meal.

The minutes of the 2011 AGM are on the website, have a read, it may remind you to bring up a point at this year's meeting or prompt you to ask a question of your Ciommittee.

Also on the website and attached to this issue of Eastcoaster is our suggested programme for 2013, have a read and let us know what you think.

Peter Thomas (President)

## Forestay

*Well, wasn't it a relief to get some decent weather towards the end of the sailing season? It dispels all the horrid memories of earlier gales and rain and makes you look forward to next year with renewed enthusiasm.*

We even had to cancel events in the August Classic Cruise because of lack of wind, and conditions for the Maldon Town Regatta were nigh on perfect, warm and sunny with a nice breeze (except for the time there was no breeze); mind you, it did revert to form the next day with rain and gales – in fact your editor was on a cruise ship in the North Sea at the time and it was gusting 50 kts (and this salty sea dog was flat on his back for 24 hours!)

You will notice that we have a fresh editorial team for Eastcoaster from the next issue – I'm handing over to a younger, fresher and more imaginative editor in the shape of Alison Cable. Alison and Julian in their gaffer *Robinetta*, are regular entrants in just about every event in the EC calendar and often present a lively account of their adventures in Eastcoaster, so are well qualified to bring you first-hand reports.

But Alison still needs you, the ordinary member, to send in short pieces about your boat, or your experiences when cruising or racing.

So, from the end of the year, send your stories, anecdotes, comments and pictures to Alison at the address shown at the end of this issue. And if you fancy your chances at editing an even more prestigious publication, the National Association are looking for a new editor for Gaffers Log. If you're interested, contact secretary Sue Lewis or president Mike Shaw.

Your new editor, Alison Cable



## Reports of Events

### Swallows and Amazons 21-22 July

*This report is usually prefaced by something like 'strong winds reduced the entry . . .', but this year our on-the-spot man Ian Kemp reports that the weather was nigh-on perfect, in fact the fleet could have done with a little more breeze for Saturday's race.*

The 27 entries were divided up into three classes: New Classics, Smacks Boats and Spirit of Tradition and it is an indication of the way in which the event is developing that New Classics were the largest class. There seems to be a national trend to restoring and racing 'classic' wooden dinghies and this is to be applauded, but hopefully not at the expense of our traditional lug and gaff dinghies.

The New Classic *Golden Snitch*, a clinker Merlin Rocket, was first to finish but was beaten on handicap by the Firefly *Flying Tern* which took the Nancy Blackett trophy. Second overall on handicap was *Willow*, one of eight Smack Boats to start. The largest and most conspicuous boat in the fleet was the 24ft plywood schooner *Dirty Girty*, which finished third on elapsed time and second in the Spirit of Tradition class, which was won by *Montmorency*, a GRP gaff rigged Smack Boat type.



Young Swallows and Amazons take a lunch break

Full results are enclosed with the postal mailing and on the website.

There was a good breeze on Sunday which blew the fleet up to Kirby Creek to the 'Witches Cottage' for a pleasant picnic. Here they were intercepted by the 'Mastodon' a.k.a. Pete the Knife Elliston, but all escaped!

Once again thanks must go to the Walton and Frinton YC for their help and support in hosting the event and this is an appropriate time to mention the ambitious plans the club has for its headquarters. They're engaged in a complete rebuild and extension which is likely to cost around £500,000.

Fund raising is progressing extremely well but every donation helps and if you would like to give towards the cost, in recognition of the support the Club has provided to our Swallows and Amazons event over the years, visit the Walton and Frinton YC website [www.wfyc.co.uk](http://www.wfyc.co.uk) for details, or get in touch with our President, Pete Thomas or Secretary Pete Elliston.

## August Classics Cruise 18-26 August

*What a great event! The Classic Cruise is always good, but this year was exceptional; a record entry, good weather and just the right mix of racing and socialising.*

There was even a helpful light SW'ly to bring the 50-odd entrants up to Ipswich, ready for Sunday's regatta in the wet dock coinciding with Ipswich Maritime Festival, providing a good crowd of spectators on the dockside to watch the antics of the Gaffers in the dock and to admire the beautiful craft on the quayside and in the Marina.

### Sunday

Regatta day turned out to be very hot, at 30 degrees, possibly too hot for those taking part in the rowing and sculling races, but ideal for the kids crabbing and the rubber flubber football match, where players seem to spend more time in the water than out. After the water-borne events, there was a dog show for genuine sea dogs and the day was rounded off with a very good barbecue at the Last Anchor restaurant.





### Monday

After the fun of the regatta, it was down to serious stuff with Monday's pursuit race to Wrabness. Again it was hot and the light wind meant serious motoring down to the start off Pin Mill for those (ie most) who hadn't got up early enough to lock out in good time, but a westerly breeze filled in as the fleet approached Felixtowe, bunching everyone up before a long beat up the Stour. Having crossed the finishing line off Wrabness, most skippers continued up to Mistley, not only to compete for the Thorn trophy, but to show solidarity with the 'Free Our Quay' protesters.

Winner of the Two Rivers race was *Crow*, with *Dirty Girty* only one second behind on corrected time, a taste of things to come. In fact *Dirty Girty* came second again in the race to Mistley, after *Charm*.

Everyone then dropped back down to Wrabness to pick up a mooring or anchor overnight and there was beer and a bonfire on Wrabness beach to end the day, plus the usual spectacular sunset.



Wrabness sunset

### Tuesday

This was scheduled as a passage race to the Deben, but unlike the previous two years, there was no wind and everyone retired except Roy Hart in *Greensleeves*. A light NW'ly eventually arrived to give a pleasant sail up to Woodbridge, where the harbour master worked wonders to fit everyone into a crowded marina. The day ended with a very jolly gathering at the Woodbridge Cruising Club, thanks WCC for your hospitality.

### Wednesday

No racing today, just a leisurely sail down to Ramsholt, except the breeze had gone round to the SW, so it was a beat once more, to pick up a mooring off the Ramsholt Arms for the traditional supper and shanty evening.

### Thursday

Another undemanding day - lovely!

The fleet left the Deben and cruised in their own time to the Walton Backwaters for an impromptu barbecue at Stone Point.



## Friday

Back to serious stuff today for the Pennyhole Bay race, finishing at Pin Mill. This was held in a good sailing breeze, allowing *Dirty Girty* to really fly. She crossed the finish only a minute and a half behind *Crow*, but was first on corrected time by almost ten minutes.

The boisterous conditions gave everyone an appetite for the excellent barbecue at the Pin Mill SC in the evening, so much so that there was very little left for the hard-working kitchen volunteers!

Thanks PMSC for the use of your premises, the Pin Mill evening is now a highlight of the week.

## Saturday

Well, it had to happen; after almost a week of summer, whoever is in charge of the weather woke up, realised it was the August Cruise and promised us a F6, so the race for Lady and Junior Helms had to be postponed to the next day.

## Sunday

The fleet assembled at Suffolk Yacht Harbour for the final race of the week, the Presidents race. This also incorporated the Ladies and Junior Helms races, leading to some boats having a choice of three races to enter. After some discussion it was decided that boats could choose which race they had entered by putting it on their declaration forms . . . after the event.

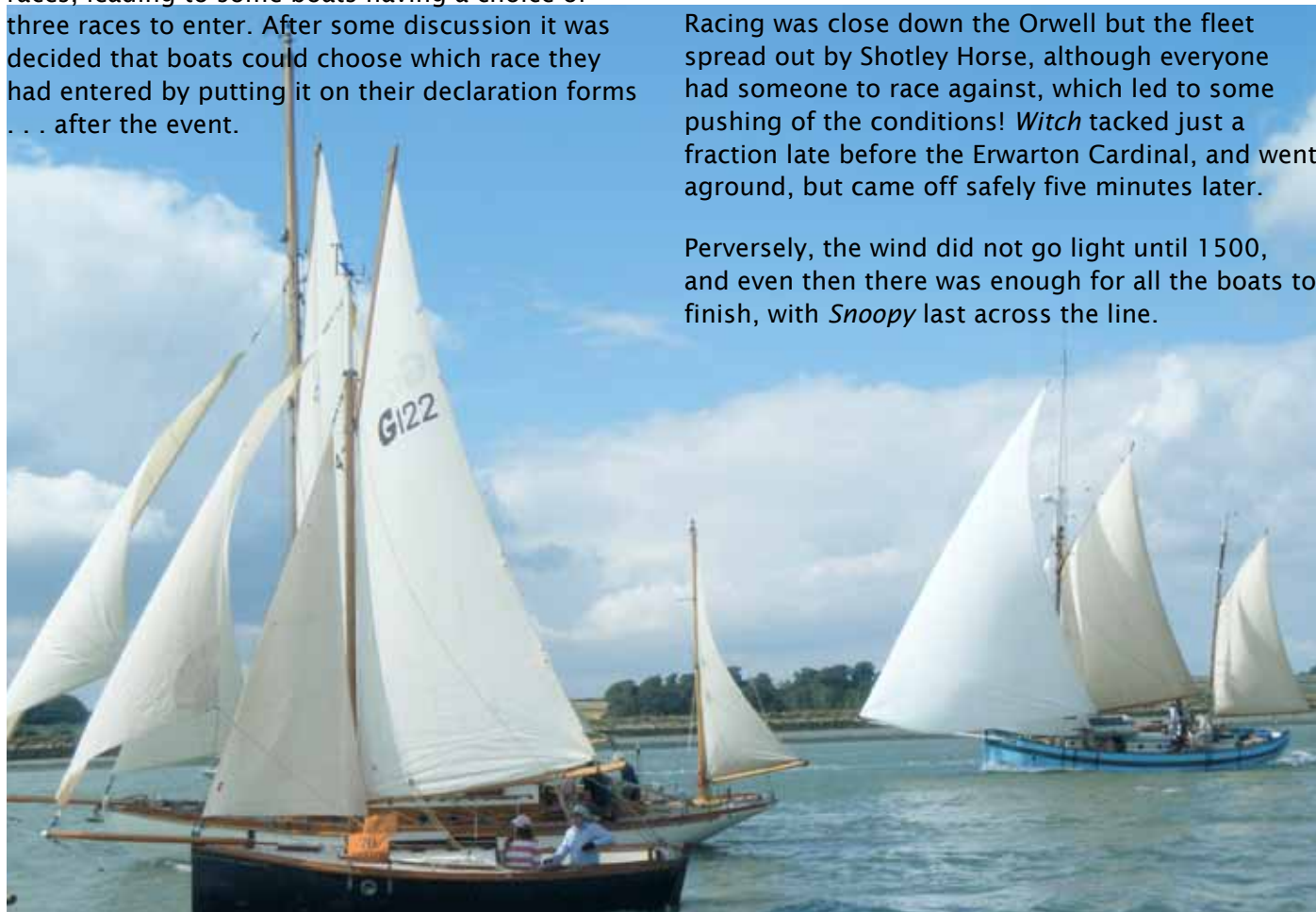


Yawls at the start

The wind was still rather strong in the morning, so the start time was moved from 1030 to 1200, and since the forecast was for the wind to go really light in the afternoon, the shortest course, down the Orwell then up the Stour to the no.1 buoy and back was selected. The start line between *Avola* and the Suffolk Yacht Harbour Line seemed quite narrow with lots of boats running down towards it, and it was an exciting start with *My Quest* and *Robinetta* crossing the start within seconds of each other and the start time. Luckily both were the right side of the line at the start!

Racing was close down the Orwell but the fleet spread out by Shotley Horse, although everyone had someone to race against, which led to some pushing of the conditions! *Witch* tacked just a fraction late before the Erbarton Cardinal, and went aground, but came off safely five minutes later.

Perversely, the wind did not go light until 1500, and even then there was enough for all the boats to finish, with *Snoopy* last across the line.



Little and large; *Step Back in Time* and *Rely*

*Dirty Girty* and her young crew was the boat to beat all week and the President's Race was no exception, she finished second on elapsed and corrected time. Her handicap went up with every race (from a waterline/sail area calculated one of 0.82 at the start of the week, to over 1.04 for the last race), and she still managed to bag both the President's Trophy and the Young Helm honours. They're hoping to take her to Cowes next year, look out Solent gaffers!

The Ladies Helm trophy went to Josie Thomas on *Transcur*. Hurrah for the Young Old Gaffers!

The prize-giving dinner at the Lightship which rounds off the week was entertaining as usual and when the overall results for the week were announced, it was no surprise to hear that *Dirty Girty* and *Crow* were first and second, separated by only one point. How many times, I wonder, have the first two boats in a week-long regatta been constructed by the same amateur builder – in this case, Robert Berk?

In the Bermudan class, first overall was *Quintet* with three second places and a first, followed by *Amphora*, a Holman 26.

Full results are enclosed and on the website.

There was been talk earlier of needing two sittings at the dinner to accommodate the record entry, but the strong winds forecast for Monday meant a lot of people decided to take advantage of Sunday's weather window and head for home earlier.

Much wonderful ropework was handed in for the rope prize, ranging from a handbag to a tall ship sailor's personal toilet accessory. Don't ask, it's a Dutch thing.

So ended another memorable August Cruise. Well done the organising committee.

We can now look forward to next year's very special event, a combined East Coast Race and 'August' Cruise, in July, as part of the Association's 50th anniversary celebrations.

## Maldon Town Regatta

The main race in the Maldon regatta starts at the Nass Beacon and most competitors moor at West Mersea over Friday night, so it made sense to kick off the event with a dinner at the WMYC, organised by one of the Maldon Regatta Committee, rather than the Gaffers, which made an interesting change. A few gaffers attended, including Rob and Lena of *Crow*, who had set off from Faversham at 0400 that morning; I'm not sure how late they stayed awake!

There were about 70 boats at the start the next morning, and a lovely sight they made. Sue and Howard in *Emma Hamilton* took the tenders in tow, which was very much appreciated.

The forecast for Saturday was bright sunshine - and no wind; they were right about the sun, but there was wind, a rather cold north easterly breeze. This lasted until about noon, giving the faster boats plenty of time to get to the finish at Osea. Unfortunately the slower boats in classes 8-9 were nowhere near the finish when the wind died, so half the class ended up motoring to get there in time for the Parade of Sail up to Maldon.

The Parade of Sail started slightly early due to the light winds, but the breeze did pick up enough for the boats to sail from Osea to Maldon and pass the Hythe under sail, which made for a very busy channel as everyone tried to get their sails down and get into their berths; it also made for interesting spectator sport for the crowds lining the river front!

As usual, we drank the barrels of free beer and cider dry at the Sail Locker before heading to the Hythe for the Prize Giving. *Maria* was the fastest large smack, with *Fly* winning the small smack class. *Fanny of Cowes* led the gaff rigged yachts home, while *Black Diamond* won the classic Bermudan class, followed by *Rhumba*. *Stormy Cape* was fastest of the cruising gaffers, winning the class for the second year in a row.

Results are enclosed and on the website.



After the prize giving it was into the Little Ship Club for a convivial dinner organised by Mike McCarthy and members of the OGA committee. This dinner celebrated not only the formation of the East Coast Area 49 years ago, but an unusually bright and sunny Maldon Regatta!

As mentioned earlier, the weather for Saturday's race was almost perfect, but showed its teeth the following day, when a lot of competitors were trying to get back to their home ports. This is Robinetta's experience.

## Robinetta aground again

The most important rule of the sea is to help others. Probably the second most important rule of the sea is to avoid complacency. In September 2012 Robinetta's crew broke the second rule and discovered how wonderful the first rule is.

I guess we all get more relaxed the closer to home we get. Dropping down from Maldon after the previous day's Regatta and having just passed Osea Island, the echo sounder said we only had five feet of water on a falling tide. The response should have been immediate, but instead Julian started heading gently towards the middle of the Blackwater. Two minutes later we bumped on what turned out to be the 'peak' of Thirslet Spit. We're talking Essex here, so the peak was probably a foot higher than the surrounding shingle. *Worm* our tender, thumped into the stern and the next thing we knew she was drifting away, her tow rope cut by something.

The Sea King *Kalinka* immediately came to our aid, recovering *Worm* and then trying to pull us off, but the tide was gushing out of the Blackwater and we were soon hard aground, so we let her get away before she got into trouble too.

We settled down to wait for the tide to come back in. I laid an anchor so we would sit to the tide when we came off. The only risk was the Force 8 winds due. We didn't want to be pounded to pieces during the time we were bumping around as the water came in.

At noon, I turned the radio on. I guess this should have been the VHF, but actually it was Radio 4 to catch the Sunday repeat of 'Just a Minute'.

Somewhere near the end of the programme there was a knock on the cabin. The local inshore lifeboat had spotted us whilst out on another call. They checked we were OK and radioed the Coastguard with the situation.



*Robinetta* on Thirslet Spit

I posted a picture of us high and dry on Facebook to pass the time and got a flurry of offers of help. Facebook friends telephoned the less net-obsessed and we had a lovely call from Wendy Wetherill asking if we were OK and we discussed my great dilemma – what to have for lunch. Describing my options may have inadvertently caused a temporary shortage of tins of Fray Bentos on Mersea Island.

I radioed the Coastguard as the tide came in. They had asked the lifeboat to come back out to check on us. We floated off OK with not too much pounding at all, but by now the wind was so strong that we couldn't motor back up to the anchor to lift it. The lifeboat crew recommended leaving it, so we tied on a fender and they towed us up river to a Marconi SC mooring, as the wind and sea state were even worse down towards Mersea, our home port.

Thanks to everyone who helped and gave moral support through phone and Facebook; special mention to *Kalinka* for recovering *Worm* and trying to pull us off, the Coastguard for standing by, the West Mersea inshore lifeboat for all their help, and Keith and Julie for picking us up from Marconi and taking us back to West Mersea for tea and cake

Thanks also to the Marconi Sailing Club for letting *Robinetta* stay on one of their buoys until we could get back to her the following weekend, when we retrieved the anchor and headed home.

## Wedding Trevor and Elaine Rawlinson

This had a sufficient nautical flavour to demand inclusion in the Reports of Events – in fact nothing had been seen like it previously at the Royal Burnham Yacht Club, only recently licensed to perform weddings. Elaine the bride, looking gorgeous in her long white wedding dress, arrived in Roy Hart's Memory *Greensleeves*, ghosting regally over the tide to the RBYC's pontoon and welcomed by piper Robert Hill in full highland rig.

In the clubhouse, about 90 guests and gaffers watched as Elaine and Trevor were married in the first ceremony of this kind in the Royal Burnham, before enjoying a buffet meal and speeches. In true gaffer fashion, the jollity continued until the early hours, driven along by gaffer Mick King's 'Baldrick Band'.

Altogether a splendid 'do'.  
Thankyou, Mr. and Mrs. Rawlinson.



## Forthcoming Events

*Now that the last of the organised sailing events is behind us and the majority of members are considering laying up, our thoughts turn to social events.*

### December 2012

**The first is of course the AGM and supper on 1 December, immediately preceded by David and Persephone's pre-AGM drinks and nibbles.**

A brand new event follows a fortnight later **15 December** a Christmas party for all gaffers young and old to be held from 1900 on the Thames barge *Melissa*, moored at the Royal Harwich Yacht Club, Woolverstone.

**Tickets are just £5 on sale at the AGM.**

## National AGM, Greenwich YC 19 January 2013

The first major event of 2013 is the National AGM, starting at 1800. Note that this will be held at the **Greenwich Yacht Club**, not the Cruising Association as previously. No doubt the main topic of discussion will be next year's 50th anniversary celebrations, preparations for which are well advanced, culminating in the big event in Cowes.

## East Coast Golden Jubilee Rally 21 - 28 July 2013

The National OGA's plans to celebrate the Association's Jubilee include a Round Britain Challenge, with each participating vessel carrying a mobile tracking device, to allow members to follow the course of the fleet.

Individual areas are organising events to welcome the cruising fleet on its circumnavigation. The East Coast area is playing its part by combining two main events, the East Coast Race and the August Cruise, into one week-long event, beginning with a regatta at **Ipswich Dock on Sunday 21 July**. The proposed programme includes a cruise up the Stour to Wrabness and a race in Pennyhole Bay before a passage race down the coast to West Mersea and then a dinner at the Maldon Little Ship Club, where the East Coast area was founded 50 years ago.

The **weekend 26-28 July** will then follow the usual East Coast Race format, with a seafood lunch at West Mersea, the race itself and a visit to Wivenhoe, before the fleet moves on via the Kent Area to the National Rally at Cowes, two and a bit week's later.

Richard Giles, organiser of the East Coast Week, would like to get some idea of numbers as soon as possible, so if you are considering taking part in the event or part of it, please register your interest by contacting Richard on [richard@marketingoverflow.com](mailto:richard@marketingoverflow.com) or 01206 308514.

## OGA Golden Jubilee Rally, Cowes 15 - 18 August

This event is not to be missed, it promises to be the largest gaffer gathering in the UK, ever. There will be three night's free berthing at Cowes and the registration fee for the whole event will be discounted if you register your interest now. See the website [www.oga50.org](http://www.oga50.org) to register and for more details, or speak to Secretary **Sue Lewis on 07900 242452**

## East Coast OGA Full Programme 2013

The proposed programme of events in the East Coast Area for next year is enclosed and on the website; the Committee trust there is something for everyone and look forward to seeing many of you at the various events.

## Sailing Gaffers

Can you include a book launch as a forthcoming event? Why not? You will have read in Gaffers Log that Viv Head has been beaver away putting a book together about the history of the OGA to coincide with the Jubilee celebrations.

It is entitled '**Sailing Gaffers: stories from the first fifty years**' and will be on sale soon.

Details in the December Gaffers Log.

## Backstay

### Obituary: Charles Stock

Readers will recall seeing several articles in Eastcoaster over the years by Charles Stock, describing in his lovely quiet prose the joys of cruising the rivers and creeks of the east coast, but many will have realised from the tone of his later articles, that his health was failing. He gave up sailing his beloved *Shoal Waters* two years ago and died on 19 September this year, aged 85.

Charles first went afloat on day trips to Southend, but it wasn't until he was 21 that he got his first boat – an elderly half-decker called *Zephyr*. Then in 1963, the same year the OGA was born, he built *Shoal Waters*, putting *Zephyr*'s gear into a new Fairey Falcon hull and continued to sail her for the next 48 years and 70,000 miles. This was real minimal sailing; no engine, no electronics, not even an echo sounder, just a sounding pole and an ex-admiralty compass.

Charles followed in the wake of Francis Cooke and Maurice Griffiths, showing what enjoyment could be had from exploring the waterways close to home and what could be achieved in a small boat and on a tiny budget.

Through his book, lectures and articles, together with an enormous archive of photographs, he has left a wonderful legacy to inspire others to follow the same path. We won't see his like again.

## Young Old Gaffers

One doesn't immediately associate the Old Gaffers with youngsters, but it is remarkable how many young people have now become actively involved in the gaff rig movement, maybe the slight eccentricity we exhibit makes us 'cool' . . . !

This involvement was first seen in the Swallows and Amazons open boat event which has always attracted many young Old Gaffers. For example, this year the Firefly *Hellovathing* was skippered by 17-year old Josh Masters with his 12 year old sister Maddy as crew and the Mirror *Bella* had 15-year old Victoria Blackburn as skipper with crewmate 16-year old Josie Thomas.

But the sensation of both the Swallows and Amazons and August Cruise events was *Dirty Girty* skippered by 19-year old Ed Roberts with helmsman Will Thomas (brother of Josie) and crewman 15-year old Will Roberts. These three had never sailed her before and it was only Ed and Will Thomas's second outing in the boat.

But the youngsters are not just in it for the racing, Josie and Will Thomas sailed from Pin Mill to the Backwaters for the Swallows and Amazons event in their own Deben 4 tonner *Inanda*, with three reefs in the main, with their parents following on behind in the family smack *Transcur* with two reefs tucked in - true Swallows and Amazons fashion and they followed this with a cruise to the Deben.

Now we have a great clutch of youngsters taking part and not only in dinghies; this year they entered three boats in their own right in the August Cruise – *Dirty Girty*, the Elliston's *Corribee* and *Inanda*.



## For Sale

### **Golden Venus beautiful mahogany clinker built two berth motor cruiser**

21ft x 8ft x 1.5ft, built in 1962 by Fox's of Ipswich. Mahogany planking on oak and rock elm timbers, no splits or shakes. Decks renewed about 10 years ago with epoxy sheathed plywood, also in A1 condition.

16hp water cooled Petter diesel overhauled 2011, hand and electric start.

Spares readily available.

Accommodation; 2 berths with new cushions, galley with 2 burner and grill gas cooker, sink.

Sea toilet in separate compartment with hand basin.

Anchor and chain, manual winch.

Compass and echo sounder.

Lying Walton on the Naze, mud berth available.

Price £4750

### **FOR SALE: Taylors paraffin 2 burner cooker**

model Ideal K - Stainless Steel approx. three years old, good condition and complete with pressure tank and fiddle rails etc.

Can be seen working. £385.

Contact David Skinner

01255 675358 or 07740636158

## East Coast Area website

It could be argued that one of the reasons for the success of the East Coast area, is its website [www.eastcoastclassics.co.uk](http://www.eastcoastclassics.co.uk) always informative and entertaining and the primary means of communication to members, being much more up to date than the quarterly Eastcoaster.

However, it has its drawbacks, one being everything has to be input through the hard working (and long suffering) Richard Giles, who also has the task of deleting or amending existing material.

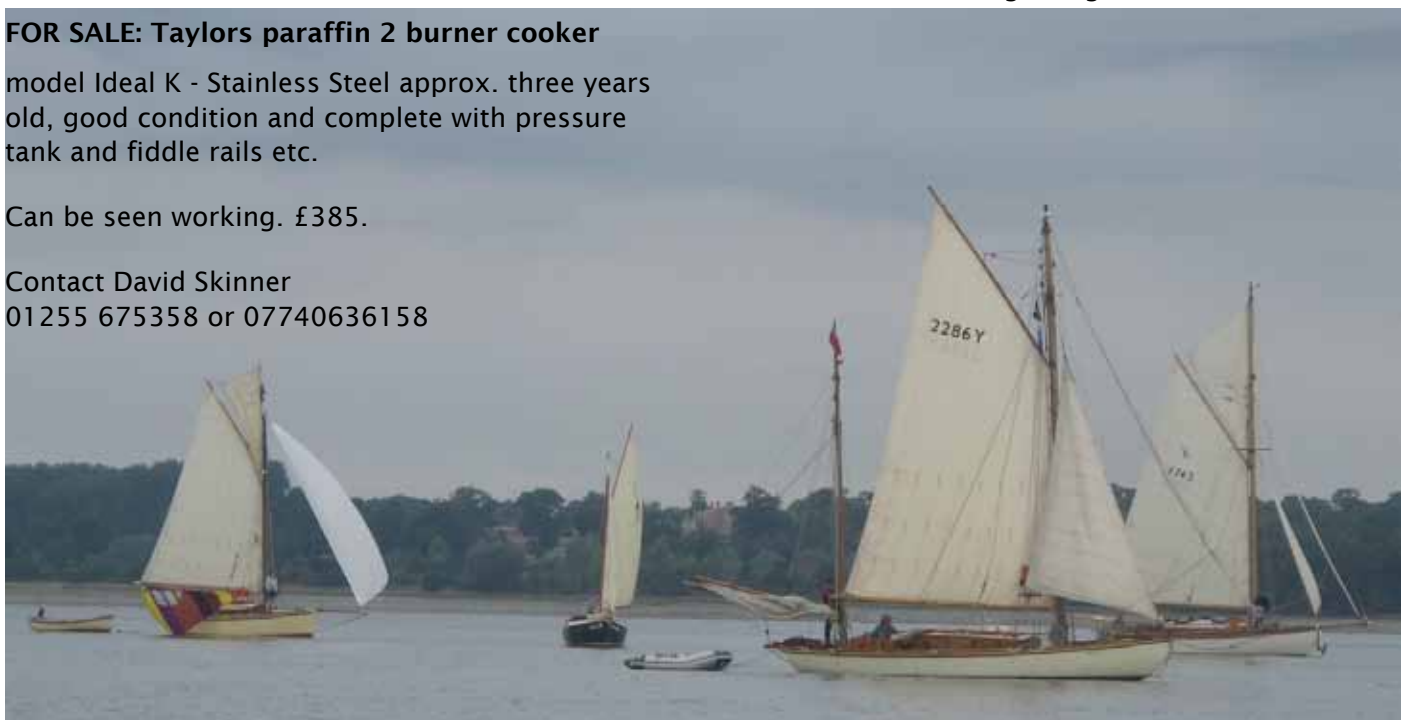
Steve Daley-Yates was commissioned to build a new site to address these problems. This has been achieved by extending the members-only concept to allow some individuals to have Editor rights enabling them to input Events, Reports, News and Notices.

The new site has been developed with help from several other East Coast area members and is now ready for launch. All the content has been moved across and the official 'switchover' will take place in time for the AGM on 1 December.

For a sneak preview, visit [www.eastcoastgaffers.org.uk](http://www.eastcoastgaffers.org.uk)

We're keen to hear from you, so send a message to [editor@eastcoastgaffers.org.uk](mailto:editor@eastcoastgaffers.org.uk) with your feedback.

Drifting along the Stour at Wrabness





## Historic tales of East Coast sailing

Another project which forms part of the 2013 Golden Jubilee celebrations is a new website with stories and photos telling some of the sailing history from our coasts [www.sailing-by.org.uk](http://www.sailing-by.org.uk)

We're looking for interesting historic tales from the East Coast area - can you help?

If you'd like to contribute, visit the website for more information or contact the Editor:  
Beverley Daley-Yates [editor@sailing-by.org.uk](mailto:editor@sailing-by.org.uk)

## Eastcoaster March 2013

That's it for this time; thanks to the many contributors and photographers, keep sending stuff! The next issue of Eastcoaster is due out in March 2013, so submissions by mid-February please, to the (new) editor at the snail or e-mail addresses below.

**Alison Cable**  
146, Stortford Hall Park  
Bishops Stortford  
Herts. CM23 5AP

phone: 01279 831 366  
e-mail: [alison.cable@virgin.net](mailto:alison.cable@virgin.net)

Phil in *Spare Rib*. One of our many volunteers



Could I remind members who may have changed address (snail or email) to tell the Membership Sec.

**Mike Robertson**  
**phone: 01473 327115**

On the other hand, if you have told us of your move but are still not getting the newsletter, let Alison know. Thank you.

#### **Eastcoaster production**

Design and lay-up:  
Steve and Beverley Daley-Yates (Xited Limited)  
email: [beverley@xited.co.uk](mailto:beverley@xited.co.uk)

Print:  
Reprohouse of Marks Tey  
phone: 01206 213276

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[www.eastcoastclassics.co.uk/boatregister/](http://www.eastcoastclassics.co.uk/boatregister/)