



EASTCOASTER

The Newsletter of the East Coast Old Gaffers Association

November 2020 Issue 125

Forestay

As the COVID crisis rumbles on, charging up towards a second and probably higher peak of infections it would be easy to dismiss this year as lost to sailing. But there was a long enough gap in the lock down to let many people launch their boats and sail.

The committee would love to look at the logs of any one who did get out and about, as the log prize is one of the few that can be awarded in a year when we held no races. Please send them to me or the Area President in the next couple of weeks so the winner can be announced at our socially distanced AGM.

With another confinement to home looming I find that I am looking forward to exploring the new content of Sailing-By. There has been a rearrangement of the new OGA website too, which make it easier to navigate. Many of the early newsletters are on line and make interesting reading.

Back in the spring lock down was still going strong, so maintenance of the home rather than the boat took precedence for some. We managed to get 2 sailing events in on the East Coast. Although advertised for small boats some larger ones came along to act as "motherships", and we sailed in company on two rather stormy weekends. Unfortunately the weather did cause the cancellation of the postponed Swale Match.

Here is hoping that the Autumn gales give way to a calmer winter.

Alison Cable, editor



Happy Days

In this issue

Forestay

AGM announcement
President's report

Sailing By

Lockdown in Derbyshire

Sailing in Lockdown

A Rally at Last

Sine Nomine at Walton

Sùlaire's mast again

Backstay

East Coast AGM, 21st November at 19.30

The East Coast AGM is normally the main social event of the winter, but in these COVID times it is impossible to socialise. Even the committee can not get together, let alone the 40+ people who attended the last AGM. We have arranged instead to use the Zoom app. If you are not familiar with Zoom then do not panic, it is very easy to use and you do not need to download anything. Just email Lorna Hill, the area secretary, at ecsec@oga.org.uk. Lorna will then send you the link to the Zoom meeting. You can download the minutes of the last meeting, together with the Secretary's and Treasurer's reports, from the website where they should be up before the meeting.

It would be easiest if you could email any questions you would have asked the committee at the meeting to Lorna who will pass them on to the relevant committee member to be answered at the meeting. It should be possible to ask at the meeting, but this will simplify matters.

I would also ask you to please contact Lorna with any nominations for local or national awards. As we have done no racing this year there are no points series for which to hand out prizes, but as I mentioned in Forestay we are looking for your logs and blogs of any sailing that you did manage to do. Please get these to us by 11th November.

Agenda

- Welcome
- Apologies for absence
- Approval of minutes of last meeting
- Matters arising from minutes
- Reports (President's, Secretary's & Treasurer's reports to be circulated in advance to save time on Zoom)
- Approval of accounts
- Nominations & election of Officers & Committee
- Plans for 2021
- OGA 60 update
- OGA dinghies update
- Any other business
- Provisional date of next meeting
- Announcement of Area awards
- Nominations for National awards.

PRESIDENT'S REPORT 2020

Robert Hill

I don't think any of us at last year's AGM would have believed that this year our meeting would be a virtual one. The year has undoubtedly been difficult for us all & very far removed from our accepted "norm". The Covid pandemic has created huge uncertainty in terms of planning any Association activities in the face of changing rules which variously prevented us from using our boats, to allowing sailing again, but under various restrictions. Clubs who normally host our events were often also closed or restricted severely in their activities. Our EC Area Committee have not met face to face since last winter, instead conducting meetings on line. Despite this they have worked hard to plan events in the hope that circumstances would improve allowing them to go ahead, and I would like to extend my thanks to our committee for all their help & hard work, despite their efforts this year often being in vain.

I'm sorry that the sailing season has offered a lot less than usual to members, but at least we managed three winter Sunday lunches, the annual dinner at Walton & Frinton Yacht Club, the August bank holiday meet at Aldeburgh & the September small boat event at Walton & Frinton. Feedback on all of these has been very positive, despite the weather not always being as kind to us as it might. Especially in such a difficult year, I feel Walton & Frinton YC, deserve a special thanks for having successfully hosted us three times! Thanks are also due to The Royal Burnham YC, Colne YC, and Slaughden SC for making us so welcome this year. We are hopeful that Slaughden will become a regular event on our sailing calendar.

At the last AGM we resolved to progress with the building of two OGA dinghies in the area. While Covid has delayed this, & prevented a launch this season, progress has been very good. Thanks to all who have lent a hand, but particularly to Pete Thomas & Pete (PTK) Elliston who both stepped up & really pushed the project forward. A more detailed update will appear later in the AGM agenda.

Looking forward to 2021, it would seem that uncertainty will remain with us for some time yet. Prospects for much social activity over the winter months look dubious at present, but we are exploring the possibilities of at least some on line activities for members, perhaps a talk or talks presented on Zoom, for example. If anyone is able to assist in this respect, the committee would welcome an approach & suggestions. Otherwise decisions will have to be

made depending on circumstances prevailing as the year progresses.

Plans for 2021 sailing events are taking shape, with a provisional date of 3rd July at Stone Sailing Club for the East Coast Race plus hopefully a small boat event on the 4th. The summer Cruise should run from 24th to 31st July next year. Planning the cruise normally involves committing well in advance to clubs & other hospitality venues where we hold social gatherings. To reduce the risk of attendant problems with this, we are considering a more flexible program this year, perhaps fixing start & finish points, with the intermediate stops being determined by circumstances & weather at the time, so perhaps more of a cruise in the true sense of the word.

Watch the website & Eastcoaster to monitor plans as they develop.

Let's hope that next season can return to some degree of normality for us all & in the meantime stay safe & well.



Socially distanced Camping at Walton

photo Joe Farrow

Sailing By

Bev Daley-Yates

Started in 2013 to 'follow the fleet' of the OGA Round Britain Challenge, "Sailing by" is no longer an OGA website, but more like a personal 'blog'. There are historic 'tales of sail', linked with modern sailing activity, some of which are OGA-related. I have 'revived' some tales about events affected by the pandemic and found a few new ones to tell. The first 'quarantine' story was in April: "As the world is locked down we bring a maritime tale of a much smaller quarantine from 1814. 36 convicts along with the Surgeon, 1st and 2nd Mates, Boatswain, two seamen and four of the guard died from a typhus outbreak aboard the transport ship 'Surry'. Built in Harwich, England 1811, this was her first voyage and on arrival into Sydney on 27 July, 1814 all survivors were quarantined in a camp on the North Shore of Port Jackson." Read the full story at: www.sailing-by.org.uk/quarantine-sydney-1814/ Bristol Channel OGA stalwart, Viv Head, illustrated 'Sea Fever' with some of his excellent photographs at the beginning of 'lockdown': www.sailing-by.org.uk/sea-fever/

Follow the 'Coronavirus' tag on 'Sailing by': www.sailing-by.org.uk/tag/coronavirus/ to find a dozen or so more illustrated tales and videos related to postponed events. These range from Brest to the OGA East Coast Race, Round the Island Race to Crossfields of Arnside Conference and, if you're a cricket fan, there's even a tale of a trans-Atlantic voyage for a cricket tour.

Inspired by Rik Graham's article in the February issue of Eastcoaster, I updated the full version of his *Kelpie II* log and added a shorter piece about the collapsible Berthon tender, used by the original owner of *Kelpie II*. "This remarkable design was the brainchild of the Rev. Edward Berthon in response to the shipwreck of 'SS Orion' off Port Patrick, Scotland in 1850 with considerable loss of life. A model of his prototype was displayed at the 1851 International Exhibition in London and attracted the attention of Queen Victoria. He continued to develop his design for a collapsible boat and in 1860 became Vicar of Romsey, Hampshire where he built a shed in the vicarage garden to meet the increasing demand for his boats ranging in size from 7ft. – 30ft.

There are no complete records of the number of collapsible boats built at Romsey from 1873 to 1917 but at least 1400 boats were supplied to the

Navy, Army, French Navy, Passenger and Troopships. The Berthon Collapsible was the forerunner of a long history in building lifesaving vessels. The most recent built by Berthon is the Shannon class lifeboat for the RNLI.

The Army and Navy stores London sold considerable numbers of the smaller Berthon collapsible boats in 1889 as yacht tenders, loch and river fishing craft. These 8ft. dinghies were made from canvas and oak. They served well on board smaller craft as they could be folded away for storage in the cabin of a small yacht."

Find the article on 'Sailing by' which includes a link to a fascinating short video about the original Berthon Collapsible Boat and Rik's 'Kelpie II' logs:
www.sailing-by.org.uk/berthon-boat/



Cachalot under covers at the Tidemill

Four months lockdown in Derbyshire

Words and photos by Bev Daley-Yates

Steve and I have been locked away in our wonderful Derbyshire cliffside for the four months, about as far from the sea as you can get in England. So, what was the plan and is there any chance of sailing? 2020 was going to be a very different spring and early summer for us all!

Cachalot, safely surviving the winter under her covers at the Tidemill Yacht Harbour, would have to remain in 'social isolation', rather than join the East Coast summer cruise for the first time - very disappointing, but that will have to wait until 2021.

Covid19 rules meant we weren't allowed to travel to Suffolk, as it involved an overnight stay, so Steve utilised his joinery skills in an unplanned project for the house - replacing Victorian plaster coving in our front room and hallway. Now partially completed, he declares that joinery with plaster on a 3.5m high ceiling is even more challenging, and potentially dangerous, than replanking a 30' wooden boat! He's also been doing some woodwork, of course, and repaired the workshop roof and windows, originally built on decking high above our house, in 2007.

Our beautiful Iain Oughtred Guillemot *Cachalette*, tender to *Cachalot*, and built 2010 by Steve on a terrace just above the workshop, has benefited from a thorough maintenance programme. Work included re-gluing a knee, renovating the ash sole boards, repainting and revarnishing the whole boat. This was all undertaken in my 92 year-old mother-in-law's garage, just a few miles from our house. She's enjoyed being able to make cups of tea for Steve, and watch progress, whilst being 'locked away' from all her usual activities and social engagements.

The other option was gardening, of course. I was keen to support the



horticulture industry so started making a plan. Our somewhat challenging garden, rising 65 feet in drystone walled terraces behind the house, with a front patio in serious need of renovation, generally suffers significant neglect as we're usually away during the growing season. However, with May sunshine and no need for additional materials (apart from the plants) I decided this was another potential 'lockdown' project. Having renovated walls and patio on the front, we can now have 'socially distanced' coffee, tea or supper 'gatherings' for local friends (when it's not raining). There's plenty of new planting to brighten it up, sourced at first from online deliveries and, more recently a visit to a local garden centre. The back garden is still 'work in progress'. Having restored the first three terraces there needs to be a plan for planting before another trip to the garden centre . . .

A highlight of the early part of 'lockdown' was the series of three 'socially distanced village cabaret' sessions. Local musicians set up PAs in their gardens up and down the steep valley sides to perform a 40-minute concert compered by John via mobile phone from his garden. Visit YouTube to see the videos we produced, filmed from the opposite hillside:

<https://bit.ly/2CgjAVP> The Police were bemused and 'raided' one of the gardens. Surprised to find only one person playing there, he was politely informed that all the others were significantly more than 2 metres away, in their own gardens!

We know that East Coast members living closer to their boats have been able to go out on the rivers for a month or so now. As lockdown begins to be eased, Steve fits a towbar to our recently acquired Landrover and trails *Cachalette* down to Suffolk, along with the newly covered cushions for *Cachalot* (an excellent job done by our local furniture restorer, Andy), sails and rigging from winter storage at home. Friends at the Tidemill say it's 'open for business' and we hope there may be a chance to go out for at least a little sailing later this summer.

On arrival at the Tidemill, Steve's pleased to find that the bilge is completely dry with the counter recording that the pump has not been triggered since his last visit, just before 'lockdown', on 14 March. Although very different from usual, we've enjoyed the last four months, finding plenty to occupy ourselves and look forward to what the future may hold - but not making any plans yet . . .

Sailing in the lockdown summer ...

Words and photos by Marion Shirley

I'm a new kid on the East Coast block although my boat, Tamarisk 22, *East Breeze*, was built at Brundall, Norfolk, about 1975.

In my ownership since 2011, we've been based in the Solent. We went on the 2014 Dutch Cross Country Tour and, in 2016, to the festivals at Brest and Douarnenez. In 2017 and 2018, we visited the West Country and then, in September 2018, we crossed to St Malo.

After circumnavigating Brittany in 2019 (you start or finish south of St Malo on the Canal d'Ile et Rance see Gaffers Log, Spring 2019) I left the boat ashore in Cherbourg. I planned to return in April 2020 to continue a continental cruise but then there was lockdown. I completed a move to Ipswich just before we were all incarcerated.

On 6th July 2020, almost the first day possible, I drove onto a socially distanced ferry at Portsmouth, masked and cabined for the duration, and headed for France.

Ten months on, *East Breeze* was unscathed. I was excited to see her again. Boatyards, I guess, are much the same the world over, pandemic or no; young men scrape away at new (to them) boats, older ones offer advice, one does a lot of talking and one woman sands "onty-fool" off the bottom of a Gaffer. The French know what they like. 'C'est magnifique', 'Ça ira,' they said when they looked at *East Breeze*.



I had decided to bring the boat home. With uncertainty about the virus, restricted travel and social distancing making it impossible to invite crew from outside my “bubble” I did not want her further away. I had moved into a great new cruising area and having a boat there made sense.

I took the car home and, as Brittany ferries were not accepting foot passengers, returned to France again, this time via Anglia trains, a socially distanced Eurostar, a Paris bus and SNCF. London was deserted, Paris was busy. With my dues paid to the municipality of Cherbourg, *East Breeze* was launched and masted. Then the weather turned foul. Some British skippers arrived in surprise at having been turned away from the Channel Islands where 14 day quarantine meant just that and no messing.

Although the UK government reimposed quarantine on those coming from Spain, I stuck to my plan to sail “La Manche” on the French side feeling that French ports were nicer (and cheaper) than Eastbourne.

On Tuesday 27th July, a week after launching, I set a course for St Vaast-la-Hougue and my 2020 shakedown sail. It was blowing a good four and the course was downwind so I sailed seawards, intending to gybe only once. With tide, my SOG reached more than 8 knots and I should have done something about that because, just north of Pointe de Barfleur, the main developed a curious twist and I could see that my gaff was missing its beads and a jaw.

Approaching St Vaast, under staysail and motor, having gathered in and lashed down sail and spars, I rehearsed how to explain my issue in French. Thirty minutes after checking in, I was speaking to Mr Auger (Charpente Navale Bois) and, in under an hour, a guy had collected the spar. It was repaired (at a price) the next day.



St Vaast is pretty and the stretches of beach with their fortifications by Vauban are beautiful but it was choked by an influx of large trailers parked on paths around the harbour and sea wall making distancing very difficult. On Thursday the fair developed in earnest and so I headed for Grandcamp Maisy, 14 miles away.

M Macron announced that France could not afford a further lockdown. I hope those who visited the fair all listened. My instinct was to press on. This was not a holiday but a delivery.

Grandcamp Maisy is delightful. Discovered by Parisians and artists in the C19th when a railway ran there, there were smaller versions of the beautiful houses I saw at Pornic last year. Carrefour (everybody masked) was a short walk too. *East Breeze* has no refrigeration so that is important!

The next day, the promised fairs failed to materialise and I motored 33 miles to Ouistreham. The entrance and waiting pontoon here is about to be modernised and not before time. I arrived at 1430 and spent the afternoon watching a growing raft of waiting boats before finally berthing in the tree lined marina at 2200 hrs. I decided to have a day off.

There followed a turbulent sail to Le Havre, crossing the Seine with great waves rolling up the river. It's a place I will revisit when times are better. The inner pontoon marked for visitors seemed mostly home to a tour boat (everybody masked) but I parked EB on the end nearest the showers and nobody complained.

Being on the boat for an extended cruise cannot all be holiday. I stock up with legumes and pulses and buy local produce in the mouth-watering markets. I did drink coffee and beer outside a few cafes. Despite interesting suggestions from friends, I went inside practically nowhere, coming away from the wonderful M Gosselin in St Vaast with a jar of Thai spices. At Dieppe, however, my brother appeared; the DFDS ferry from Newhaven was carrying foot travellers. He had booked a hotel, saying he wanted to daysail and cross the busiest shipping lane in the world in a small boat. The harbour at Dieppe is right in the bustling town. Richard was surprised how normal everything appeared apart from the mask wearing of course. We ate outdoors.

Acting on advice and opinion, I had discounted potential stops between Dieppe and Boulogne-sur-Mer, making a 52 mile passage. However, I spoke to one guy who keeps his boat in St Valery-sur-Somme and another who had

visited. Their view was that as long as you observe the tidal advice it's well worth a visit. Another time.

The weather became hotter and hotter. We sailed at dawn but had to resort to the motor as the sun came up and another 2020 issue presented itself. We could hear one side of the conversation between Dover coastguard and his French counterpart. "What colour is the boat?" "What position are they in?" "Say again that position." "Well, they're nearer your side than ours."

That evening in Boulogne-sur-Mer, we discussed what to do should we encounter one of the boats. In the event, two Anglo-Saxons romped over the Channel with an east breeze for *East Breeze*. We spotted ships on a 'phone app and I decided it is time I had AIS. There was a sort of sea fret which meant that ships loomed at us; not that there were many and only one for which we altered course. In Dover, we saw a border patrol vessel towing a string of "rubber duck" dead dinghies, more suited to rowing coaching than channel crossing.

Dover marina is being renovated. A new blind "The Wick" channel to the marina requires every boat wishing to enter from either end to seek permission from Dover port control. I was relieved that Sharp and Enright, the chandler is thriving. My mouth was watering for the place nearby which serves a huge breakfast but it was empty with a forlorn, Covid-related notice on the door. I pressed on to Ramsgate, motor sailing in F5 wind across tide, signed in to my first post Covid UK pub and had another day off.

The last test was the Thames estuary. I have crossed it in other boats but never as skipper. Passage planning its "Gats" and "Deepes" (suggesting that the rest of it isn't very) I found 0500 hrs to be the right departure time and ten hours later I was moored in Ipswich.

I returned on Tuesday 28th July. On Friday morning came the announcement that quarantine was to be reimposed in the U.K. on travellers from France. "Blimey you timed that well," texted my friend Vicki.

Ports Cherbourg, St Vaast-la-Hougue (28 miles), Grandcamp-Maisy (15 miles) Ouistreham, (36 miles) Le Havre, (21 miles) Fecamp, (26 miles) Dieppe (32 miles) Boulogne-sur-Mer, (56 miles sailed) Dover, (29 miles) Ramsgate (16 miles), Ipswich (49 miles) All mileage measured over the ground.

Time Tuesday, 28th July to Tuesday 11th August

A Rally at last

Alison Cable

The Aldeburgh rally had been sitting in solitary splendour on the website ever since lockdown began. Would it happen? Would it be cancelled? As the restrictions were eased it began to look more likely, and when I contacted the Slaughden Sailing Club who had agreed to host it they said yes. There were conditions though, only 20 people, and the club house would be out of bounds, but we could use the toilets, and the slipway. Then they came up with the offer of a marquee in case of bad weather... What more could we want?

Good weather of course! Last year's conditions were perfect, and it was too much to hope that this year would be the same. Of the 20 lucky people who filled in their forms 3 took a look at the weather and cancelled early in the week, and Jo and Paul Masters who had hoped to sail to Aldeburgh in *Clytie* decided very sensibly on Friday that coming over the entrance bar in a force 7 was a bad idea! Melvyn Fox, in *Fox*, and Pete and Clare Thomas in *Transcur* were able to get away earlier, and were safely moored up near Slaughden by Friday.



A stormy lunch stop

Photo Marion Shirley

The weather on Friday night was grim. Force 6, gusting 7 with heavy rain and thunder. Saturday promised more of the same, but after a socially distanced briefing in the marquee it was decided to launch most the dinghies and leave them at anchor overnight. Joe Farrow in *Sine Nomine* even managed to go sailing, although he borrowed a smaller sail to do it with! There was good news, in that the Sailing Club were now allowing guests into the clubhouse, so the evening fish and chip supper was consumed in the warmth!

The wind had dropped a little on Sunday, so *Clachnacudne* the OGA dinghy also launched, and set off up river with *Bess*, *Felix*, *Sùlaire*, *Happy Days*, *Fox Cub*, and *Sine Nomine*. After running ashore for a picnic lunch we then had a challenging sail up and down the most sheltered stretch of water before the ebbing tide made up river progress too slow to be fun for the heavier boats. After recovering the dinghies a final meeting in the marquee saw a presentation of a well deserved bottle of wine to Stephen and Anne Foxall, our hosts for the weekend.

But that was not quite the end of the sailing. This was a Bank Holiday weekend, and the weather on Monday promised to be much better... *Clachnacudne* launched again, and was joined by *Papa Stour* and *Siwash* on a jaunt towards Iken. All in all 9 dinghies took part in the rally, not bad for the first sailing event of the season.

Our thanks must go to Demon Yachts for allowing us to camp in their boatyard, and to Slaughden Sailing Club for their exemplary welcome in these COVID times.



Siwash

Photo Pete Elliston

Sine Nomine at Walton

Joe Farrow

Twizzle. Naze. Withies, Honeypots, Dardanells and Mastedons (none sighted). For the uninitiated - a first visit to the Walton Backwaters comes with its own peculiar language!

As well as translation - with current restrictions in place, the organisers had to put great effort into ensuring it was safe, and the fleet could be divisible by 6. Thankfully this worked excellently, and allowed us to explore & sail through the Backwaters together.

First to arrive for the weekend was Melvyn in *Foxcub*, providing assistance as I launched *Sine Nomine* for her 1st foray into A.R. country. Soon we were joined by Pete and Sarah Elliston with *Papa Little & Papa Stour* - followed by Pete & Clare Thomas with *Happy Days*, with Ian Clarke making a socially distanced 'hello' from Titchmarsh. Later Alistair Randall joined us, bringing the Smack Boats contingency to 6.

With a forecast of strong North Easterlies the discussion inevitably turned to where we could go, taking what shelter we could from the saltings & dunes that fringe the Backwaters, the consensus being that Hamford Water would be unsafe for small boats.

Saturday dawned with f5 gusting 7 - which removed the need to divide the fleet by 6, most sensible people stayed ashore! Alison & Julian Cable arrived, dropped off their boat and agreed to sail on Sunday.

Happy Days, *Papa Stour* & *Sine Nomine* set out for Stone Point - all



Moored off Stone Point photo Joe Farrow

well-reefed. For a first time visitor - what a fantastic lunch stop!! We anchored off the beach in the sun, dunes acting as a natural wind-break, flat water... Bliss.

I should have paid more attention to the conversation that followed “Dardanells?, Dardanells?” Sure, no problem... (it was only when underway they mentioned the wall, a wall?!? Sailing over a wall?) So there we are surfing before the NE - heading for a concrete wall.

Trying not to panic, at the last moment I watched the two Petes effortlessly slip across the wall (did I mention the wall?!) with the plate/rudder up. Oh. My rudder blade is fixed, so Viking-style I navigated the last bit with an oar over the stern. Phew.

Re-entering the Twizzle - tacking back up to Foundry Creek proved tricky - with a sudden gust causing *Sine* to ship ALOT of water – *Papa Stour* and *Happy Days* immediately turned back, and shepherded me to W&FYC. It was the first time I’d sailed with my lunch-box floating around the centre plate casing. Thanks to them for their help & making sure I got back O.K.

That evening some other local OGA members joined us, so with groups ‘bubbled’ the socialising continued late into the evening.

Sunday came with more boats – Yvonne Mitchell joined us in her Winkle Brig *Philomena*, Melvyn with *FoxCub*, PTK & Sarah with *Papa Little*. The Cables launched *Sùlaire*, the Blackburns borrowed *Papa Little*... My foray into the Backwaters yesterday left me with some extra context on this mysterious language. Nodding blindly I agreed to Twizzle, whiter & wade. In reality, I just followed everyone else!

The N.E wind hadn’t dropped that much, and we scorched toward the Wade. It was a fantastic sail down to Honeypot Island, little boats scurrying along with seals mutely watching us go past. There was definitely a “small boat, big adventure” vibe in the fleet, everyone smiling, camera’s clicking away and lots of friendly (ish) racing panning out as we headed to the top (?) of the backwaters.

Swerving around Honey Pot - presumably to avoid disturbing Mastedons we briskly started to tack home, when another gust laid *Sine* flat. SPLOOSH. Another 10 inches of bilge water to pump out then - oh goody.

*Sailing towards Honey Pot**photo Joe Farrow*

Stopping briefly on Horsey Island allowed the fleet to regroup before we headed back toward those quizzical seals. Here local knowledge came to the fore - watching Melvyn & Pete Thomas. I decided I'd follow their course - it's VERY odd to be sailing along, looking down & watching tufts of glass pass underneath the boat. Keeping in the lee of Horsey Island proved sensible, as further out sadly Alison & Julian lost their mast in the long beat home (maybe the curse of Witch's Quay?)

Swiftly the spar & rig were recovered, they began the long motor back home being shepherded by Yvonne in *Philomena*.

Thankfully nobody hurt, but definitely the signal we needed to head back to W&FYC sooner, rather than later.

The backwaters hadn't finished with us yet - PTK & Sarah suffering a broken centreplate just before Foundry Creek - meanwhile others were crossing tacks with the racing fleet, Lasers jostling with Luggers as we neared Spit Buoy.

Safely ashore - the final peculiarity arose, when recovering dinghies, the water kept coming... You'd pull the dinghy out & 10 minutes later it'd nearly be back afloat... *Papa Little* showing a particular desire to be afloat again.

It was a great weekend, with lots of support from our hosts at Walton, input from the organisers & lots of impromptu help from many others. Thanks to them for a unique introduction to the Backwaters - hopefully see you there next year!

Update on Sùlaire's mast

Alison Cable

As reported in the previous Eastcoaster Julian built a new mast out of Douglas Fir, bought from Brook's Brothers under their new policy of not letting purchasers chose their own wood. We first used it at the Slaughden event, where Pete Thomas pointed out that it was bending under load, and on its second outing, at the Walton and Frinton rally, it broke. It might have lasted longer if we had laminated it, and if we can not source better timber for the next one that is what I suspect we will do.



Mast bending while crossing the Wade

photo Joe Farrow

Backstay

This has been a stressful year for many, so I hope you find Eastcoaster a pleasant change of pace. It would be wonderful if next year we could return to the sort of events that make the East Coast such an active area; as things stand we will not be able to have any Sunday lunch meetups, let alone hold the Annual Dinner in March. Fingers crossed that the Covid Crisis will have eased by next summer.

Eastcoaster is a members' newsletter, and as such it relies on contributions from the members. If you have any news you wish to share, reports of events you have been to, stories about your boats, or pictures, then please get in touch with me at alison.margaret.cable@gmail.com, or through the post to 146 Stortford Hall Park, Bishop's Stortford, Herts, CM23 5AP.

I hope you have enjoyed this issue, and look forward to your contributions to the next issue, which should reach me by 19th January

Alison Cable. Eastcoaster editor

Truant to give away

Truant is a Cheverton Mark 1, lying on an Orwell Yacht Club mooring which must be vacated by the end of year. Due to COVID lockdown restrictions her owner, who lives in Ireland, has been unable to visit since last winter, and can not confirm her conditions, but is sure she will need a bit of tidying. However she is being offered free to a good home. She has a cradle which could go on the back of a hiab or truck.

Contact Chris McNally, on hyskeir@gmail.com with any questions, including help towards moving her.



Smack boat wanted

Wanted: second-hand Essex Smacks boat 12ft, preferably with unstayed mast and single lugsail Paul Pearson 07824 347753
rainbowpitta@btinternet.com