



EASTCOASTER

The Newsletter of the East Coast Old Gaffers Association

November 2021 Issue 129

Forestay

Another sailing season has come to an end. Although our East Coast activities were still affected by COVID restrictions we managed a good number of events, and hopefully next year will see a return to the full programme. The Kentish Sail association and the Maldon Regatta committee also managed to run events, and I include reports of these in this issue.

Kelpie II was the only gaffer to turn up for the Pin Mill regatta, so by default Rik Graham won the Blagden Cup. He says he would not be unhappy if the Presidents Race, was declared "not run" as he does not really want a cup for just turning up! That was the final sailing event on our OGA calender, but hopefully there will be winter social events on their way. The much postponed Brian Hammett Memorial lecture will be held next March, full details

The East Coast AGM was held a week earlier than previous years, and Sue Lewis wrote an amusing account of the proceeding for us which I am sure you will enjoy. I received a letter commenting on her alphabetic tour of the Broads (published in Gaffer's Log earlier this month) which I hope will also entertain.

There seems to be more going on in the north of the Area this year. A newly joined member, Robert Letts, would like some crew to help him sail his newly acquired Memory 19. He will be sailing out of Wells harbour next season and contacted me to say. "I wonder if its too late to get a mention in the newsletter as I would like to find experienced crew who might live in North Norfolk as I am relatively inexperienced with this type of boat!" Please let me know if you can help Robert and I will pass on your emails.

Here is hoping that the winter passes safely for us all, with no more lock downs!

Alison Cable



Photo Elaine Rawlinson

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48th Swale Race 31 July 2021

Mike Beckett

The Swale race is more correctly referred to as the Swale Match, as the sailing barges take part. It is, I think, the only race where the barges, smacks, gaffers and classic Bermudan yachts all race together. It always provides a fine spectacle of masses of traditional sail spread across the horizon although, when the barges are making for the finishing line in short tacks in a fresh breeze, it is a spectacle best observed by those in smaller boats from a sensible distance.

The last two Swale races were cancelled, due to gales in 2019 and coronavirus last year. This year there were strong winds a couple of days before the race which rather reduced the size of the contingent coming over from Essex.

On the day itself however we had a pleasant westerly force 3-4. The classes have staggered starts, but there is no handicapping, so the boat you are trying to beat is the one nearest to you. The course runs out from the Swale, across the Kentish Flats, down to Herne Bay pier and back, about 20 miles in all. Coming back into the river at the beginning of the flood tide, it is best to follow the locals rather than hoping to show them up by finding a short cut over the sands.

The prize giving is always a jolly occasion with a hog roast and refreshments at the Shipwrights Arms in Oare creek. Since it needs a large crew to race a barge, there is much loud cheering when their prizes are announced. The smack prizes were won by *William and Mary*, and *Emeline*. *Emeline* has a remarkable history. She is the last surviving Whitstable smack, built in 1904. She was found abandoned on a beach in Spain, was bought back on a lorry and has now been fully restored. In the big gaffers class, *Almita* came in first and we were second in *Bonita*. We won the Whitstable Times Cup, which *Bonita* had previously won in 1986 and 2008. The Whitstable Times closed down some time ago but the cup they kindly donated continues to be awarded every year. *Fifi* was first home in the small gaffers class, under 28 ft.

The Swale race is not organised by the OGA, it is run by the Kentish Sail Association, and there are many fine pictures of this years race and previous races on their website. Next years race is on 20th August 2022. Put the date in your diary now; a trip to the lovely river Swale, incorporating the Swale race is the perfect mini-break!



Slaughden Rally 21/22 August

By Pete Thomas

There was a good turn out for our third Slaughden Rally. Members arrived by sea and road with all participants arriving by Friday evening. The early road arrivals staked out their camping base at the back of Demon Yachts boatyard, the grass had been cut and the yard had obviously just been tidied up. Maybe it was something to do with Aldeburgh week just finishing at Aldeburgh Yacht Club. Five camper vans and one Landrover were arranged neatly out of sight.

Melvyn Fox sailed round from the Orwell in *Fox* towing *Fox Cub* and was moored up to the large visitors mooring off the Martello tower. Slaughden Sailing Club again welcomed the OGA; Stephen and Anne Foxall, OGA members and members of Slaughden Sailing club, were our hosts for the event. They made sure that we could get our dinghies into the secure dinghy park ready for the morning launch. Pete "The Knife" Elliston arrived early and got the *Papa Little*, the Gaff rigged Wayfarer rigged up. Shona Fairchild sailed her beautiful Irish day boat *Songbird* from the Deben and had managed to find a handy spare mooring. The other small boats were mostly lug rigged which took no time in getting ready for the morning. Alistair Randall arrived with *Twilight* and quickly unhitched her and then parked up back at the boatyard. We had arranged to eat at the camp site on Friday eve, pre prepared chilli was eaten washed down with a little beer. The band and music playing on the final night of the AYC regatta was still thumping away at 2:00 in the morning!

Saturday morning was glorious, bright with a light breeze, and Stephen and Anne had arrived early to make sure we had all we needed to get afloat and opened up the club house to us. Within around half an hour all boats were launched and the decision was made that we would take the tide with us up river to Iken Cliff where we would stop for lunch. It was barely half tide when we set off as a group there was plenty of mud showing on the mud flats, having agreed that the boat at the front of the fleet would turn round and join the end of the fleet, thus the slowest boat would always have some company we made our way steadily up river. Stephen and Anne sailed a club Wayfarer, and it was interesting to see the two Wayfarers with completely different rigs sailing together.

As we worked our way toward Iken church it became very clear that we must follow the withies very carefully. Yvonne Mitchell in *Felix* picked her route along the tortuous channel. Shona with her deeper draft was beginning to survey the shallow channels. The channels were generally well marked this year and clearly identifiable as port or starboard marks but you could not stray out of them at all. Two years previously we had sailed past a bushy withy (starboard mark) in *Transcur* only to go promptly aground at the top of tide!!! It was in fact a port hand mark that had started to grow leaves.

Not all boats managed to get to the shore till the tide made a bit more. Sailing back after lunch was a lot easier and downwind most of the way.

In the evening because Covid restrictions were better we had a Fish and Chip supper organised by Steven in Slaughden Sailing Club.

On Sunday there was some club racing so we kept out of the way. Most of the boats had been left at anchor overnight so we lost no time getting underway setting off towards "Little Japan" where we stopped on the sandy beach near high water for our snack lunch. Joe Farrow need to get back a bit early and set off for the club. The wind was ideal and we all quickly ran back to the Sailing Club cheating the tide sailing in the shallows – not that we were not racing!! All working together we managed to get all the boats on their road trailers very quickly. A quick cup of tea and we all set off home.

An excellent week end was had by all with thanks to Demon Yachts for providing the overnight parking camping space, Slaughden Sailing Club for making us so welcome and of course Anne and Steven for being our hosts.



*Papa Little on
the Broads by
Alistair Randall*

Norfolk Broads Camp

Hickling Broad 25th—26th September

words and pictures by Jo Masters

At last summer has arrived in the UK. September is usually a pleasant month, as we all know. But it was particularly welcome after our summer of overcast skies and predominantly Northerly winds. An East coast event, organised by Joe Farrow who is a Broads local, promised to be a fun weekend. None of us know the Norfolk Broads as we are used to coastal, tidal river sailing. We do, however, enjoy sailing on the lakes in Holland and they are all created in the same way—peat digging. The surroundings are very similar—lakes, rivers, reeds, small houses on the waters edge, and an eclectic collection of watercraft...There were serious doubts as to whether this event would actually take place. There had been a run on fuel from dwindling supplies in the pumps due to a shortage of tanker drivers. Essential journeys only were being undertaken, and this event wasn't strictly necessary (although we all thought we needed this trip to improve our wellbeing!).

Friday night saw the campervan (and Landrover) pair create a communal corral in the car park of the Pleasureboat Inn (which was closed). We were late to the party but had chilli and baked potatoes saved for us. We pitched our tent in the dark in a good space identified by the group, and settled in to a very pleasant evening around a campfire lit by Tilley lamps and catching up with good friends. It was dry, still and mild.

The morning view out of our tent was picturesque with rows of boats tied up serenely against the staithes.



There was very little wind. Joe assured us there would be some later. “Look! the tops of the willow trees are moving;” I was a little dubious about his earnest enthusiasm.

Regardless of very little wind, we set off at 10.00, sculling, rowing, paddling our way

out of the narrow dyke to the openness of Hickling broad. Joe was leading us to Horsey Mill.

The wind was almost non-existent so our progress was slow. But it was warm and the sun was threatening to show itself. We made gentle progress with the light wind and alternative power until we reached the yellow post. On the way, we could see King George's shooting lodge above the reeds (not sure what it does now).

Turning left up Meadow dyke proved more of a challenge with the (almost non-existent) wind on our nose. Engines and oars were the only method of propulsion. After about half an hour we tied up at Horsey quay and bought a welcome cup of tea from Horsey tea hut, built by the National Trust.

The NT bought the pump in 1948 and preserved it and a good view is afforded from the top. A bonus is that there is a decent toilet block and a ticket office and... a game of Molky skittles—a game our daughter recently introduced us to but we had never seen before. There was a father and a son working out how to play it so I was delighted to be able to pass on my knowledge of the simple rules. This remote location is secluded and famed for its internationally important wildlife, from the over-wintering wildfowl to the swallowtail butterfly.



At 2ish, we departed for Hickling back the way we came with a lovely NE 2 which meant we all enjoyed a lovely sail home. I will heed Joe's predictions on the weather more seriously next time. Tea and biscuits on our return and games of coits and Molkky which we had brought along with us! It went down a storm especially with Martin who became the Norfolk Double champion. We had been invited to an OGA member's house for an evening meal. After donning our best sailing gear we landed en masse by foot and tucked into a wonderful curry. Thank you very much.



On our walk to the venue, Paul likes to look at the countryside through horticultural eyes. He suddenly exclaimed that there was a mature elm tree, in fact two of them growing in isolation along this road. Lets hope they survive for many more years yet. A round of port at the campsite finished up a superb day. We are all pretty exhausted.

It rained during the night and we woke to no breeze again—oh, the willow tree tops were moving—and it was overcast with a cooler temperature. The Elliston/Adie campervan, now referred to as Papa Van, produced a fantastic cooked breakfast for its residents who eat it under the enviable gaze of us all. We had been invited to race with the sailing club and their traditional broads boats. They all looked wonderful with their huge gaff mainsails and low free-board and numerous crew on board who were all up for a good race. It was decided instead to explore the area further and so loaded with our picnics again, we sailed down Hickling broad trying to avoid the start of the dinghy

race. Yes, there was a little more wind today -SW 2/3.

We bowled down the river and when the water-way narrowed, we had a chance to practice the Broads' method of tacking. There was a small amount of tide against us which made navigating some of the bends frustrating. The problem with our little dinghies in this environment is that the sail is just not tall enough to catch the wind over the top of the reeds.

There were a greater number of boats out today, kayaks, motor cruisers, hired sailing boats, and then the visiting racers who had come from neighbouring clubs for this race. The scene was very animated and attractive. In fact, it was quite difficult to spot a Bermudan rigged boat!! However, pretty as it was, when you were all together in the narrow dyke, which must be 30-40 feet wide, several big boats with a clear racing agenda sailing past you was intimidating.



They tacked speedily up through the fleet, catching the wind high up. To avoid getting in to difficulties, we all headed for the bank and clung on to the reeds to let them past. It was entertaining to watch. Many opportunities for things to go wrong but they tacked back and forth like a dance routine. Little did we know that not far up ahead was their turning mark... so the fun start-ed all over again (except that they had the wind behind them).

At the T junction, the racing turning mark and the river Thurne, we turned to port towards Somerton. Joe was excited for us to see how clear the water is further up

river. After the right hand bend we saw a stone quay big enough for us all, and yes, the water was gin clear. There were no obvious tying up points so we improvised.

Eating picnics while sat on the grass finished off our interesting day. Most boats returned to the campsite while 3 intrepid explorers continued to the top of the navigation. The water continued to be clear and we could see the seaweed covering the bottom all the way up. There was a long stone quay which we tied up to. Paul and I decided to walk up to see what was up there. We were told that “you can see it from here” by our fellow boatman!!

Our walk took us to a main road, past several houses and gardens and a rough looking yard. That really was all there was! We decided that there was nothing to hang around for... so we set sail and had a lovely sail home.

The rest of the party were busy packing up, everyone helping everyone else as usual, interrupted by cups of tea and cake provided by our resident tea girl AKA Yvonne Mitchell! We all slowly departed, talking of when we could all meet up again and also whether we had enough fuel to get home...We later heard that Ginny, on returning to Petersfield, “managed to get the last £31.63 worth of diesel before the pump ran out and that was the third garage I tried.

All arrived home safely in the end.



The Maldon regatta in *Greensleeves*

by an Old Gaffer (Roy Hart)

I cast off on my own at 4pm from Battlesbridge, taking the ebb down to North Fambridge just under the large jib. It was a beautiful warm afternoon. On mooring up I decided that my 19' Memory *Greensleeves* is my forever boat. I could have stayed until morning, but had two appointments next morning. One in a hay barn and then in our 900 year old church!

Friday 23rd I drove back down to Fambridge, many queues for petrol in all the garages. Nick the crew arrives with monster baggage for the long weekend. Full main and Jib, a very relaxed sail, down the River Crouch then cutting across the Buxey Sands. (We only draw 1'8") and motored into West Mersea. I had an unusual day there! The Company Shed my favourite fish restaurant was closed but I can recommend The Victory pub. We turned in at 9pm.

Cast off at 6.30 am in a "pea soup", asked a charter fishing boat at anchor where's the channel out "Sir, keep going in the direction you're pointing!" I made out a keel boat and moored up on the next mooring stern first. Pointing down the fairway, the fog cleared. We tried in vain to set the topsail with the new jack yard to no avail.

We made a reasonable start, water sail out within 5 minutes, plate up for the long run out of the Blackwater with our usual tactic. Follow Jamie Clay! I have never known him put a foot wrong over many years. I then set the 2 oz balloon jib and we made the 2nd mark. Unfortunately many others failed. The wind was extremely light, almost non existent at the time. Off Bradwell the wind went and we spent half an hour trying to round the second to last mark, even trying to row with our boat hook. *Fanny of Cowes* was at least 1.5 miles in ahead, and we were the only 2 boats still racing. With great sadness we motored up river past Osea Island where the second race had started over an hour earlier.

There was still hardly any wind and we motored past the whole fleet, setting our sail just around the second from last bend, put a tack in to cross the finish line to a great cheer and got the gun. We were considered the only lone boat to finish. It was great fun, and we were presented with a cup at the prize giving, probably for persistence!

The free bar and social was also very enjoyable. After that we made out way to the Queen's Head where the food and company were also very enjoyable and when Graham got his fiddle out to accompany the regatta choral society. The landlord intervened quite loudly "Stop all the enjoyment, we have no licence for this!" so we all made our way back to the boat. The crew and I took a wrong turning, but retracing our course we found little *Greensleeves*, after at least an hour and a quarter!

We took the ebb out, the navigation buoys are essential to follow and quite clear. At dawn we were trailing a bass line, with just the jib up when another small gaffer came

up behind us to say hello. He promptly got hooked on my best lure, and the line snapped as we waved each other goodbye.

We sailed back following the sea wall for 6 miles in a light wind, and watched a wonderful air display overhead by a lightening jet from the Southminster air show.

East Coast AGM

by Sue Lewis

First there was the East Coast Area AGM which relatively few members attended, understandably perhaps in the context of Covid, so the officers were able to cover all the necessary business in record time - see the Minutes which will be published in due course. There was less emphasis on the year past (for obvious reasons) and instead some serious forward planning for the 60th anniversary of the OGA in 2023 for which the East Coast is hosting the main event.

Volunteers were invited to come forward to help with planning and running that - and that appeal is repeated here - please email secretary@ecoga.org.uk

The evening then started rather early in the bar of the Royal Burnham Yacht Club with its stunning panoramic views of the River Crouch, and continued with an excellent 4 course dinner in the dining room which was decked out with ECOGA battle flags. It was a sign of the times that the room was well ventilated and in anticipation of this guests were perhaps a little more warmly clad than usual. It was undeniably a smaller event than in past years but what it lacked in numbers was made up with conviviality: the ambiance and the jollity was the same as ever. Even in a room that could handle (and has previously held) three times the number there was a buzz of chatter and laughter. We have missed this during the Covid pandemic and it was good to be back!

Into this arena stepped our special guest and speaker Will Dallimore, grandson of the well known local yacht designer Norman E. Dallimore. Will regaled us with some excellent anecdotes including the story of how the Royal Burnham One Design came to have a transom stern. He told us that when Dallimore's design for the Club came in over their required budget for building (£125 instead of £100) and they asked him to amend it, Dallimore replied that the lovely counter stern cost about £25 so they could just do without that.

There were toasts galore to all and sundry (any and every excuse!) and of course the Crouch Mafia was there in force. The notorious EC OGA Horse's Head even reappeared on the scene and was presented by the Capo dei Capi (Trevor "The Boss" Rawlinson) to Howard Wheelton for his treachery to the Gaffer Family in having exchanged a gaff rig boat for a plastic fantastic Bermudan.

Rumours now abound that this mysterious and sinister talisman has already been passed on - be very afraid!

Not many social events can claim the Raffle as being one of the highlights but Burnham is different. The star prize this time was a huge box labelled "Panic-buying survival kit" which turned out to contain a pack of loo rolls and a plastic petrol jerry can to help the lucky recipient through future retail supply crises. (*The raffle raised £140 for the East Anglian Sailing Trust. ed*)

The report of the event must end here as anything that takes place after the port has been passed is strictly between friends.

Well done and thank you to organizers Trevor and Elaine Rawlinson and to the Royal Burnham Yacht Club.

President's Report 2021

Robert Hill

It's great to be here in a real live AGM again. Zoom worked ok last year & has had to continue through this year for our Committee, sub-committee & National Association Committee meetings. It isn't quite the same as meeting face to face, but at least the OGA can't be accused of warming the planet through unnecessary travel! My thanks to all our Committee for their help & support through the year & for putting up with the virtual meetings.

While normality has by no means yet returned, at least this year has been a step in the right direction. After a winter programme of virtual pub meets, which were generally well attended, we did manage some events on the water this year. For small boats we had Tollesbury, Swallows & Amazon's, Slaughden, & a new addition in the Norfolk Broads weekend, organised thanks to Joe Farrow. Swallows & Amazons also hosted the official launch of the first of the East Coast Gaffling dinghies, for which we owe Pete Thomas a huge thanks for his skill & efforts in achieving this. Also many thanks to Teamac paints for their very generous sponsorship of the Gafflings.

The bigger boats assembled at Stone Sailing Club at the beginning of July for our East Coast Race. The number of entries was lower than usual, probably as a consequence of the ongoing covid situation, but despite a clash with England's Euros football match the event went well. We owe a big thank you to Stone Sailing Club for making us so welcome & to Orsted for their continued sponsorship. At the end of the month, the alternative flexible Summer Cruise week was rendered fairly inflexible thanks to the weather. Our sincere thanks are due to Walton & Frinton Yacht Club for providing the fleet with refuge & also to Ipswich Haven Marina, who at short notice, cleared their visitors area to accommodate us for our final night. Thanks also to Mighty Oak Brewery for their continued support for the event.

Rounding off the season, Pin Mill SC Regatta, incorporating the President's Race was a little disappointing due to lack of entries. Thanks must go to Rick Graham for maintaining a gaff presence there!

Next year begins with the National AGM in Newcastle, which I know the Northeast Area have worked hard to make a success. The last 'live' AGM in Bristol was a memorable weekend. Newcastle promises to repeat that success, so why not go along & support it if you can.

Hopefully we'll enjoy a more normal season next summer & plans are underway for next year's sailing programme including a return to Stone for the East Coast Race.

Speaking of events which we want to be a real success, planning is now underway for the OGA 60 gathering on the Orwell in 2023. This is going to involve our area in a considerable amount of work in both organising & setting up the event, so if any of you feel you can contribute in any way, however small, your input would be very much appreciated. We are planning it, so let's try to get it right & make it a weekend to remember. Whether you are organising or not, please let us know as soon as possible if you intend to take part, or indeed to come via the long route Round Britain as it really helps to know how many participants to expect for planning purposes. The OGA 60 dates are August 4th, 5th & 6th 2023, so note them & be there if you possibly can.

East Coast Area Secretary's Report 2021

Lorna Hill

Hello Everyone, it is good to see you in person at last. Thank you all for coming along and thanks to Trevor & Elaine for their organising – and decorating skills.

Well, another quiet year has passed, but generally things appear to be looking up, thank goodness. We continue to enjoy a steady number of new members joining the East Coast Area, which considering the lack of events is most promising and we welcome these newbies.

A good part of my OGA Secretarial time over the past few months has been spent on planning and thinking about events for 2023, along with fellow East Coast Committee Members. It may seem a way off, but trust me, it will soon be upon us and we want to be sure we have thought of everything (well most things anyway) in advance of the event.

For those of you who didn't know, the East Coast Area is hosting both the start and the Finale of the OGA 60 Round Britain event taking place in 2023. At the moment, we are concentrating on the Finale end of things and this will involve events for both large and small boats. Trust me, there is an awful lot of work involved with organising this event, hence our whole Committee has been asked to contribute. We are most grateful to Ken & Carey Crudgington, Robert Holden and John Warren who have already stepped up to offer their kind assistance. Please can I ask other members to be prepared to muck in, your help will be gratefully received.

Patrick Vyvyan-Robinson has asked me to seek nominations for National Awards, to be presented at the National AGM in Newcastle in January. Please have a good think about this and let me know of any worthy contestants for these prestigious awards.

Talking of the National AGM, if you haven't already, please take a look at the OGA website and check out the plans for the National AGM to be held in Newcastle. The NE Area have gone to town and have organised an action packed weekend based around the actual AGM. Hope to see you there.

With the lack of racing no sailing prizes were awarded, but the Log prize went to Jo Masters for her tale of the Norfolk Camp, printed in this issue. Editor

The Brian Hammett Memorial Talk

Friday 18 March 2022, 6 for 6.30pm

Presented by the Nancy Blackett Trust and TARS East on

'Gentlemen, interested in yachting' a talk by Julia Jones

The title comes from a call-out for volunteer to the newly-formed Royal Naval Volunteer Supplementary Reserve at the beginning of World War II. Many amateur yachtsmen – notably from the East Coast – responded, and Julia's new book "Uncommon Courage" chronicles their exploits and contributions to the war effort.

This much-postponed event will now take place at the

Royal Harwich Yacht Club, Wolverstone, IP9 1AT

Friday 18 March 2022, 6 for 6.30pm

Followed by supper 8.00pm

Tickets: Talk only £12.00. Talk + Supper (Roast Marinated Chicken Breast, Roast Potatoes etc or Beef Lasagne or Vegetarian Lasagne) + 'cakebite' and coffee £29.50

Tickets on sale via NBT website (www.nancyblackett.org) from 1st January 2022. To request a reminder, please email peterwillis1144@gmail.com

Please note talk capacity is now limited to 60 places due to social distancing; meal capacity is 40. Members of Brian's other clubs, the OGA, CA and the RHYC are invited to join us.

Peter Willis

Letter to the editor

Dear Gaffers,

In response to her excellent A-Z of the Norfolk Broads, as a confirmed ditch-crawler I'd like to congratulate Sue Lewis on bringing 'My Quest' home.

For fear that other ditch crawlers may take to gathering with pitchforks & muttered threats, there are 2 areas I'd like to offer clarification on, from the safety of my reed-bed;

The Broads are not a national park, legally under the 'Sandford principle' they cannot be classified so, & as there is a legal duty to safeguard the rights of navigation equally with the other duties the Broads Authority has.

The tag 'national park' is a vanity project founded by the current CEO of the B.A. & should be treated as a gimmick.

Secondly (and much more importantly) - the meaning of 'Zuant'... It came as no surprise that this closely guarded secret was not divulged to Sue & Howard on their brief visit... However with the cover of anonymity - I'm going to entrust the E.C gaffers with this information.

Normally this is only used in specific, alcohol fuelled states (post lunch) where the wind has died. You stagger to the foredeck, look puzzled & slur "where's the zuant?".

Under no circumstances look aloft to check if it's stowed against a shroud. Those that do swiftly plummet through the forehatch backwards to sleep it off.

Guard this secret.

Yours,

A river rat.



Backstay

Another late issue I am afraid as the problems of collection information continue. My thanks go out to everyone who contributed to this issue. I could not do it without you! Please continue to send in articles about events and projects, with pictures if possible. I am still looking for someone to take over the job of editor, and will continue to appeal for a replacement. I would also be happy if any one steps up to have a go as a guest editor for one issue.

I will try to get the next issue out with a February date on it, but can not promise. However if you can get your contributions to me by January 24th that would really help. Please send them to alison.margaret.cable@gmail.com, or by post to

Alison Cable,
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Sailing has taken a bit of a backseat this year, due to the hassle of relocating. However we did manage three days in *Robinetta* with her brand new engine, and she is now in Southwold, that being as far as we managed to get in moving her north. She is laid up afloat there, and I am getting regular reports of her condition from the East Coast gaffers who spot her. Readers of *Robinetta's* blog will know that we stopped there because of a split gaff, and other problems, so one of the tasks for this winter is making a new gaff. The maintenance needed to keep an old boat sailing can seem never ending, but the rewards are many.

One of our new neighbours took us for a sail in his gaffer *Teddy* at the beginning of November, and the Autumn colours around the house as seen from the water were amazing.

I am looking forward to the Newcastle AGM in January, where I hope to catch up with many of my East Coast friends. I shall of course be badgering them for copy!

