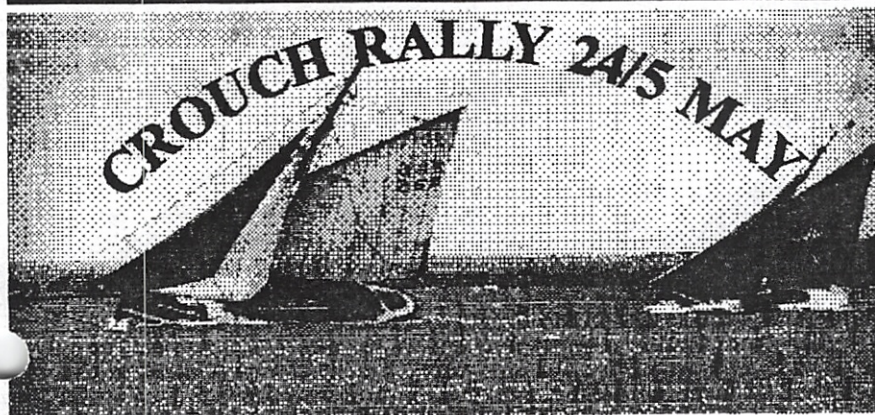




EASTCOASTER

No 25

March 1997



The OGA open their sailing season with a rally at the sumptuous Royal Burnham Yacht Club on the 24 May, finishing up at the remote and peaceful Foulness Island on the Sunday. The sailing events start with the special "Mini Yachtmaster" competition for boats sailing to Burnham.

On arrival at Burnham, moorings are available, cost £3.50 per night, including use of Prior's launch and water from their pontoon. The RBYC launch will run normal hours and late on Saturday night, as well as early on Sunday morning for those coming ashore for breakfast. Supper on Saturday night will be at 2000 hrs at the RBYC, for those who wish it. This will include 2 courses for £10.

On Sunday 25 May there will be a race briefing in the RBYC sun lounge 0930, for courses and start times. Classes will include gaffers, open boats and classic bermudan yachts. The racing will finish in Quay Reach, River Roach, and the plan is that we all should be ready to go ashore on Foulness Island at 1830 hours. Local members will escort you across this restricted area, using the tarmac roads to the George & Dragon pub (1.25 miles), where a buffet supper is available at £6.00 per head. Again meals must be booked and paid for in advance with the entry form.

Entry fee for the rally itself, which includes entry to both races, is £7.00. Please send this, together with payment for any meals you wish to have, on the tear-off strip to Denise Rawlinson by 9 May, cheques made payable to the Old Gaffers Association. We will do refunds, if circumstances of weather, domestic crisis etc make it difficult to attend!

WINTER PROGRAMME REPORT

Seamanship minded members were glad they attended the Noggins and Natters on 31 January. All of us have safety gear and inflatables or liferafts. Our life or that of our crew may depend on it. Suffolk Sailing gave expert advice and demonstrations of maintenance, repairs, use etc. Big event was the liferaft demo, and discussion on the use of equipment in a disaster scenario. Even the most experienced of us learnt a great deal.

The "Soirée" at the Royal Burnham was well attended by nearly 70 members and their friends. Dr. Prescott, the guest speaker at the supper, gave a talk on maritime preservation. The huge gear on the 72ft sailing lugger "Reaper" and its management was enough to make the most robust smackie weep. It was marvellous to learn that this project in the far north of Scotland used the East Coast sail-making skills of Jim Lawrence and Commodore.

The winter programme still has 2 events to run. Martin Scannell will present an account of his voyage to Norway in Sauntress at the Orwell YC on 7 March. James Lawrence and Commodore will be giving practical demonstrations of their art at the Sail Loft in Brightlingsea on 21 March. Tel 01394 383082 for details.

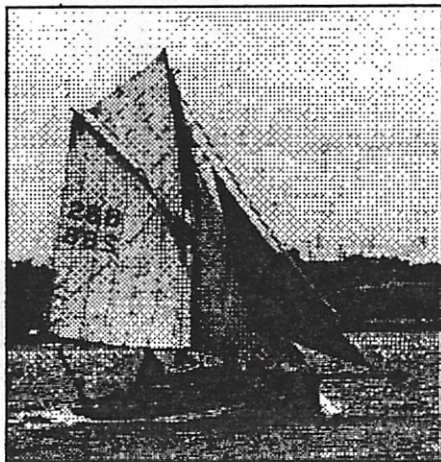
To Denise Rawlinson 24 Russet Way Burnham on Crouch Essex CMO 8RB

BOAT NAME _____ TYPE _____ oga thcf _____ LOA _____

HOME PORT _____ MOORING (£3.50) _____ RBYC SUPPER No's @ £10 _____

RACE ENTRY FEE (£7) _____ GEORGE & DRAGON BUFFETS @£6 _____ TOTAL ENC.£ _____

NAME ADDRESS & TEL No _____



Many OGA members believe they sail beautiful traditional boats, but concede they are something of an anachronism. However, having recently crewed on a big modern class. plas. boat, I am not sure designers have given us a lot of real progress in the last 85 years. I enjoyed the weekend of the London Frostbite Race immensely, but really the sailing in an old gaffer is a lot better.

Despite its "simpler" rig, the bermudan boat has just as many ropes led aft, and they can only work with winches. The high aspect bermudan main feels "dead" and ineffective. The huge masthead genoa is clumsy and a big handful when short tacking. Our Vice Pres in Avola took part in the race too. With a nice stove going down below and her small headsails operable from her enclosed wheel house with ergonomic glass holders within easy reach of the helm, she was definitely the boat to be on. She was also First C.A. Boat and 9th overall in a big fleet.

A few days later I took out my own humble craft, singlehanded as usual in the winter. Despite my boat costing about a tenth of the Class Plas, there was no backache in setting the gaff or staysl, just while we were locking out. Sheeting sails was a one handed operation, the boat mostly looks after herself. I was free to enjoy the peace of the Walton Backwaters with the seals. I was the £200 millionaire, who would not have swapped his lot for so called "progress".

We have the best boats to sail, and best events to enjoy. Pass the message on. Old Gaffers are "The Business!"

Jon Wainwright EC Secretary
Portview New Rd Mistley Essex
CO112AE Essex tel 01206 393537
e-mail 101323,3617@compuserve.com

HELLEVOETSLUIS ETC 19/27 JULY

Most Hellevoetsluis regulars will have received entry forms for the DCYR regatta. Hellevoetsluis is much more than just another regatta, it is the culmination of several events both here and abroad. Shotley, the East Coast Race, Tendring Coast Passage Race, North Sea Race, and other events are all part of the same theme.

For the racing types, most of these events count towards a European points series (VKSJ Challenge Cup). You don't need a West Solent or a 30Square to win, the current holder is a 30ft Hillyard, Soma. But even if you don't race, it's a fantastic series to cruise with and a great way to have a holiday in friendly waters.

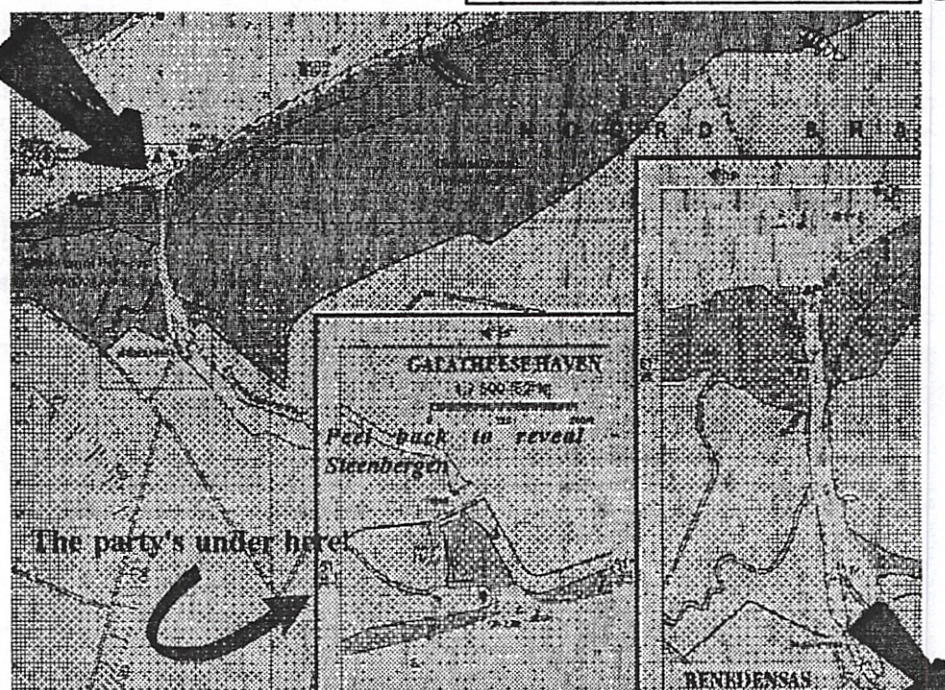
The Dutch would dearly like to see more English Classics, particularly in classes such as West Solents and Smacks. With the cruise in company developments over the years, this really is a worthwhile event. Ask anyone who has been before. Please contact the EC Sec or Brenda Jago for entry forms. As a special concession to E C members, Kenneth Clarke is keeping the pound high, so buy your Guilders now for discount entry fees!

DUTCH RALLY SITE DISCOVERED

There was much consternation in OGA and VKSJ circles that nobody in the European Union knew where Steenberg was.

There was no mention in Navin's Cruising Guide to the Netherlands. There was even no mention in the CA Handbook- our Vice Pres on Avola said "If it's not mentioned it does not exist. I have personally checked every watering hole in South Holland as I checked the beers at the classic boat festival". However Eastcoaster can reveal that a Dutch agent reported to OGAHQ(EC) under cover of darkness with the exact whereabouts of Steenberg. Apparently it is located on Dutch Chart 1807, page 4, under the chart insert for Galatheese Haven. On the SE side of the Volkerak. We go through the open lock at Benedenas, then into the Steenbergsche Vliet (clue).

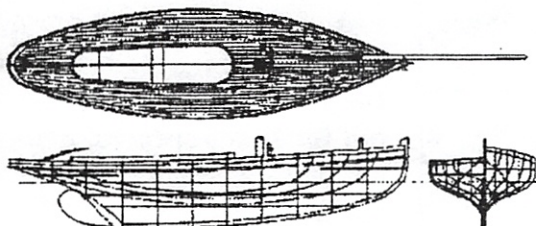
Having arrived via Maldon and Tolleshunt D'Arcy, the agent left HQ via Huntingdon, Dudley and Ghent Boatshow, speaking with an Australian accent to avoid being followed. Apparently the good burghers of Steenberg are going to lay on a special party for us on Tuesday 22 July, so its the 3 "S's" at Roompot after the North Sea Classic Passage Race, then up the Volkerak to Steenberg (2nd on the right).



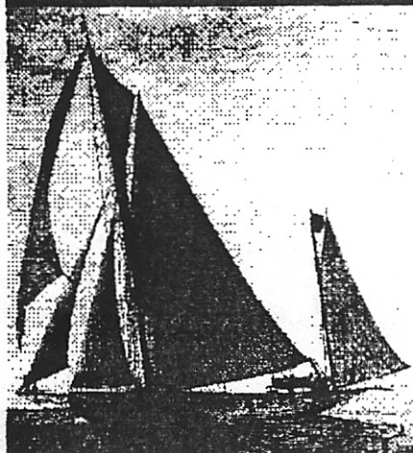
NOBBY NEWS

With the revival of nobby racing in the North West, there is a lot more interest in restoring these vessels. Gayle Heard's "Laura" has demonstrated just how fast the Morecambe Bay Prawner type can be made to go in EC Races. They are the ultimate compromise between classic yacht and workboat. Rumours abound that the Mistle fishing fleet to expand once more, with possibly the last Arnside cutter to be built to take up moorings in Thorn Reach. Only 26 ft long, designed with an engine, she represents the final development of the design. Built 1937, converted to a yacht in 1948, registered as British Ship in 1950 in Portsmouth, she requires re-gaffing, a cabin top removal and her working cockpit arrangement put back. More details will follow when the deal is finalised!

For those who want a worthwhile challenge, word has reached Eastcoaster that there is a 32 ft pawner "Selna" going very cheap (£450) at a boat yard on the Medway. She is unfortunately an abandoned restoration project occupying valuable yard space. She needs a new deck and half her frames and planking replaced. (They used to build these boats in six weeks, with four men working on them, so sixty days hard slog and a few trips to Jewson's should do it!) She does however have a diesel engine and reasonable sailing gear. Call Rob Bryant on 01634 260250 as soon as you can.



CLASSIC AT RISK!



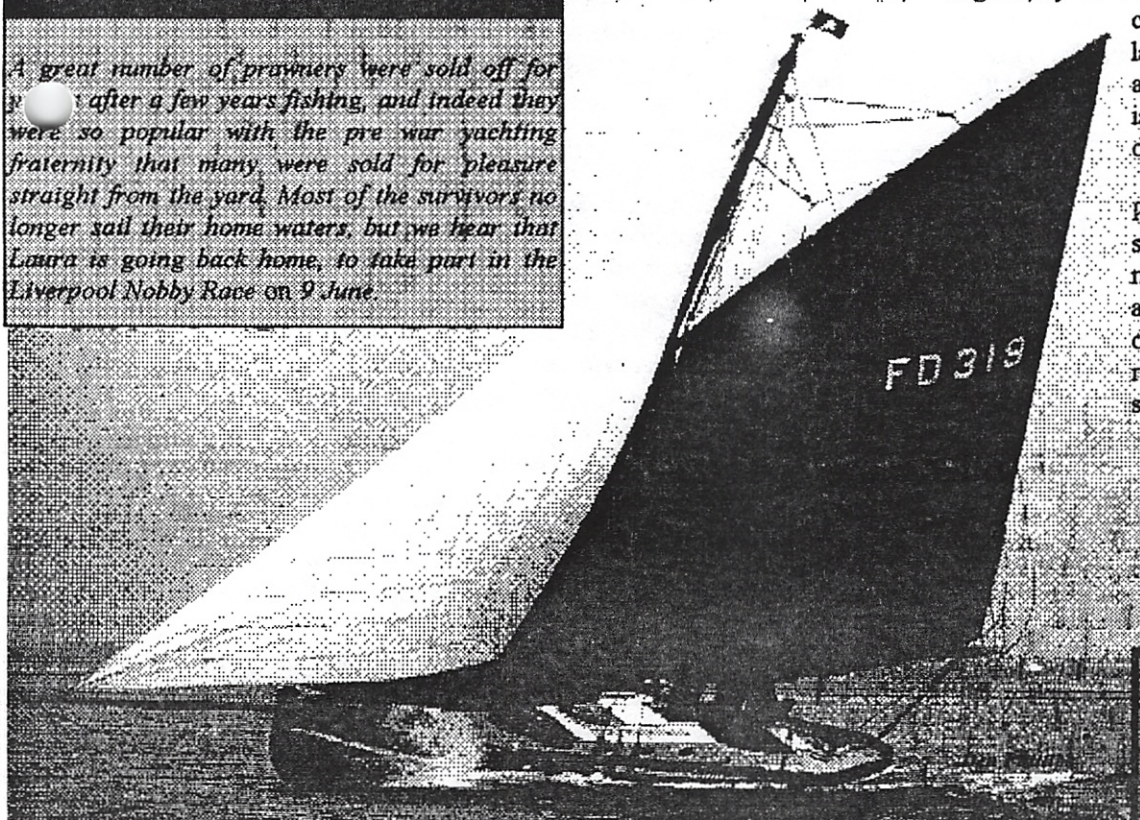
Do you know anybody who could save Bagheera? The poor old girl is languishing at Mistle Boatyard, her owner having given up on her. She is berthed in a lighter, which the boatyard owner would like to use. If nobody takes her on, she will be cut up. She is a real classic, another Hardy in waiting. Very similar to Fife's work, Bagheera has a beautiful counter and raking stem, worthy of a prize at any classic boat festival. According to 1919 Lloyds she was built as an Auxiliary Yawl, 26 tons, 52.4 ft x 10.8ft, by Despujols of Courbevoie in 1911. She was designed, by A Tellier, deep keel and

carvel planked, with laid deck. She needs a lot of work, but she is not beyond redemption.

Please have a try to save this boat. Some might well argue that as an association we do have a collective responsibility to save such vessels.

LAURA GOES HOME!

A great number of prawners were sold off for a few years fishing, and indeed they were so popular with the pre war yachting fraternity that many were sold for pleasure straight from the yard. Most of the survivors no longer sail their home waters, but we hear that Laura is going back home, to take part in the Liverpool Nobby Race on 9 June.



Do you want your boat in Eastcoaster? Please send any photos, including "funnies" for scanning.

SHOTLEY CBF /SAIL IPSWICH 97 19-29 JUNE

Entries are coming in fast for the 1997 Shotley/ Sail Ipswich event. The Nancy Oldfield Trust, which provides sailing and other water sport activities for the disabled, is putting up a cup for the Race/ Parade of Sail to Ipswich. The Royal Hospital School and the Clayton Skiffs Association (with 13 Thames Cutters) are likely to be new visitors to our regatta day on 22 June. We have an entry from **Asti V**, the famous gaff rigged 6 metre, sailing for the first time for some years. ECOD's are a plenty, with West Solents lining up behind them. Old favourites such as Bruce Mackenzie's **Witch**, Charles Stock's **Shoal Waters** and Richard Woodman's **Andromeda** are entered. No doubt Don Windley will be getting his nets ready on Bawley **Good Intent** for the Trawling Match. There's locally a vigorous market in classic boats, as dogs force their owners into old gaffers, just so they can be entered in Classic Cruft's Dog Show. The beer festival is lined up, together with a huge evening entertainment programme.

For such a huge operation, we do need to have lots of prizes. With a budget of only £6.00 a boat, it is a bit of a struggle for the OGA, so donations of prizes would be most welcome. Fun prizes, books, souvenirs, cups, bits of old boat, a professional service; OGA members must have prizes to award, or know somebody who could give a prize.

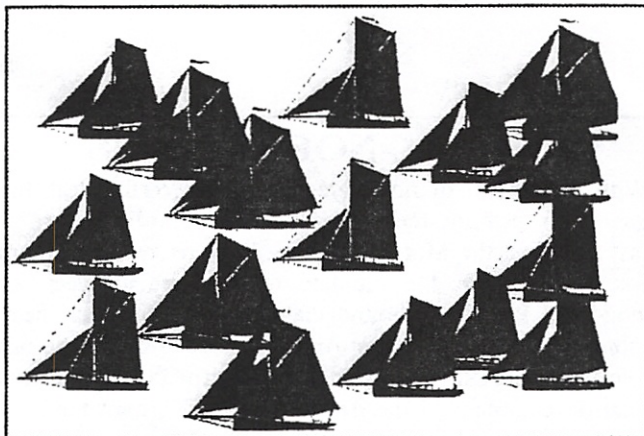
Come along and savour a vintage Shotley. There may not be another one like it again. Vacant berths are being taken up very quickly. There may not be the space for a CBF in future years. **Tel 01473 788982 for entry forms.**

PIN MILL REGATTA Big race for the Blagden Cup, gaffers and classics, 13 September
PMSC tel J Sparks 01473 328175

STOUR SC REGATTA 6-7 JUNE learn about local waters for Shotley! 01206 393537

OPEN BOATS

Regrettably there has been a clash of dates between our Open Boats Rally and the Osea Race on 6 September. As many of the Mersea Brig skippers will be crewing on smacks and West Solents, we may have to abandon the event or reschedule it. Watch this space.



1997 EAST COAST OLD GAFFERS RACE 19 JULY

Eastcoaster is pleased to report that after much consideration, Fox's have agreed to sponsor the East Coast Old Gaffers Race again. Look out for beer vouchers, pennants, prizes, vouchers etc... Adnams brewery have been put on standby.

Tides are very "midday" this year, so the course is likely to include a fair bit of up- river work. This should make a change from the Wallet Spitway. The start will again be from West Mersea. A key change to the format will be a 3 stage start, based on performance. The hotshots go off first, the idea that they have someone to chase, and other boats stand a chance of winning some of the line honour type prizes. So Plodders Pot specialists had better start clearing some more space on the mantle piece. The elapsed times will be recorded, so there will still be a corrected time order list as in previous years. Open boats in Class III will start as one, but the faster boats will sail a second stage course.

The sub committee are also going to look at the criteria for awarding the many trophies which this race has. We have had some suggestions from members to date, and we ask if any other members have views on the matter. The object is to spread the prizes as much as possible on merit. Some of the current criteria are very restrictive, with only one two or boats eligible. In other cases it is possible to put up a very good performance with no award at all.

Entry forms will be sent out with the next Eastcoaster in June, which will contain more details of the race. The race entry fee will be as last year, £10 for classes 1,2,4 and £5 for Class 3 open boats, members of the OGA and the CSPS. There will be a late entry and non-member surcharge of £5. For the Tendring Coast Classic Passage Race which follows on Sunday 20 July, there will be a further £ 5 entry fee.

Please could last year's prizewinners return their pots etc. (engraved) to the Secretary's office at West Mersea Yacht Club, Coast Road, West Mersea, Essex.