

EASTCOASTER



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STICKY TOFFEE PUDS AT THE RB.

RALLY DETAILS on Foulness, Manningtree, Crouch, Three Rivers Millennium Festival

EAST COAST CLASSICS NEW FORMAT WEEKEND WITH ARTHUR RANSOME

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LETTERS

TRANSCUR - full page article on latest Mackenzie Shipping Co restoration

GAFF RIGGED SUBMERSIBLE- the real reason behind the dredging at Harwich

Send to : Portview, New Road, Mistley, Essex, CO11 2AE

Please enter my vessel _____

LOA _____ Sail no _____ OGAh'cap _____

Hull colour _____ Sail colour _____

Type of vessel _____

in : (please tick)

Manningtree Festival 20/21 May

3 Rivers Millenium Festival 9-11 June

NAME _____

ADDRESS _____

TELEPHONE _____

EAST COAST AREA EVENTS

30 April **Foulness Rally**

Cruise in company Foulness Island - Social at George & Dragon

20/21 May **Manningtree Arts Festival Rally**

Parade of Sail etc. to Manningtree Quay, party in Pontet's Parlour

27/9 May **Crouch Rally**

Whitsun Regatta at the Royal Burnham Yacht Club

9-11 June **3 Rivers Millennium Festival**

3 days of sailing, regatta sports and social events at Levington, Haven Ports YC

16-25 June East Coast Classics Millennium Cruise

Cruising, Racing, Partying, Walton to Lowestoft including:-

17/18 June **Open Boats Weekend at Walton & Frinton YC**

Swallows and Amazons Race round the Walton Backwaters

Picnic to Beaumont Quay, BBQ Stone Point

22-23 June **Southwold Rally** (Harbour Inn)

Sole Bay Race & Passage Race to Lowestoft 24-25 June

24/25 June **Lowestoft Maritime Festival** (RN&SYC)

Classics / Smack Race FishFayre

24/25 June Maritime Ipswich 2000

Annual Festival in Ipswich Wet Dock

1/2 July **Wisbech River Festival**

22 July East Coast Old Gaffers Race

The official Old gaffers race at West Mersea Yacht Club

23 July - **North Sea Classics Cruise**

for 2 weeks- Cruise to Zeeland

28/30 July - **Millennium Mussel Race Antwerp**

26/28 August **Walton & Woolverstone Vodka Rally**

16 September **Maldon Town Regatta & OGA Anniversary Rally**

26/29 July 2001 - **DCYR Hellevoetsluis**

SEND TO: Denise Rawlinson, 24 Russet Way, Burnham on Crouch, Essex CMO 8RB

Please enter my vessel _____ Type _____

LOA _____ Sail No _____ OGA h'cap _____ Sail Col _____ Hull col _____

For the **Foulness Rally** _____ **Crouch Rally** _____ I enclose a cheque for _____ Foulness meals @ £6.00 _____ RBYC Dins @ £17.50 _____ RBYC Mooring £5 _____ RBYC Buffet @£9.00 _____ Race entry fee £5.00

NAME _____ ADDRESS _____

TEL _____

WINTER MEETING AT ROYAL BURNHAM YACHT CLUB

Once again we were guests of the RBYC on 12 February in their formal and very relaxed surroundings, where 57 very smartly decked out OGA members "turned to" for drinks and dinner. It was wonderful to see new faces and new members, and also our Dutch friends who came over specially for the event. They were ably looked after by Vice President Brian Hammet and Lorna.

As far as the meal was concerned, sticky toffee pudding seemed to be on the lips of 99% of everybody. One particular member would have had three puds except for getting his hand slapped and being told it was bad for his heart- even though he was swinging off the chandelier (or was it the wardrobe) the night before.

It was lovely to have the commodore, Douglas Potter and his wife welcoming us to their club, as this was his last engagement, as far as the OGA are concerned, owing to his term of office coming to an end. Ray Austen, acting as Vice for the RBYC gave us a splendid rendition of the "God Father" complete with accent and dark glasses. Us underlings, in the Crouch Mafia, felt very humble. He then told the rest of the gaffers the alphabet of sailing. This was absolutely hilarious and Heaven help us if we put it into practice.

And so on to the main event of the evening the speakers - Roy Hart Incorporated. For those who did not attend the dinner, the speakers were interesting, topical and very funny because not only did we have Roy Hart , but as an added bonus he brought along his very good friend Dick Durham, mate of the *Cambria*. What a great pair - brilliant.

To all those who did attend, I hope it was an enjoyable evening. Thank you for coming. *Denise & Trevor Rawlinson*

FOULNESS ISLAND RALLY



The Foulness Island Rally on 30 April/1 May is a rare opportunity for members to experience one of the few very isolated and unspoilt parts of rural Essex. Because of the military presence, the general public have not had access, and the Island is still a unique agricultural community, very much like the country was 50 years ago, no traffic, no commuters, no retired city workers....

There's no racing, we just gather on Sunday afternoon at Quay Reach, by the steps. We go aboard each other's boats for a yarn or two, then in the evening we go ashore for a pint and a bite to eat in the little pub, the George and Dragon.

There will be a meal (£6) and real ale- contact Denise Rawlinson to book a space - Denise is the one who kept interfering with the zips on my romper suit last year.

HW Harwich on Saturday is 0849 BST, Sunday 0958 , Monday 1050, Swin Spitway add 17mins. Maybe some of us will gather at Brightlingsea on Saturday evening for a beer in the Yacht Club.

Do bring guests as well, even those with funny boats, and party on down! Please could you let Denise 01621783969 know you are coming ASAP- tear off strip on front.

CROUCH RALLY 27-29 MAY

The Royal Burnham Yacht Club will again be hosting the Crouch Rally as part of the Whitsun Regatta . However there are some changes to the original format, the main one being that the OGA will set the course for the gaffers on the Sunday.

It was felt that racing round the cans in complex courses was fine for the local hotshots, but put off some of our people, who are not experienced racers and don't always have manoeuvrable enough vessels in critical crowded close quarter situations. Thus the Sunday OGA race will in time -honoured fashion go out with the ebb and return with the flood, so please make support the event this year. However racey types who do want to take part the RBYC Regatta classics racing on Saturday and Monday can still do so- ring Denise on 01621 783969. There is a £5.00 race entry fee for the OGA race, the RB races may be slightly more

Moorings will be available near the club and a ferry service will be on hand. The mooring charge is £5 per boat. For those who have not had to beat 40 miles to windward in a twenty footer to get to Burnham and can make themselves look respectable, there is a club dinner on the Saturday night with speaker at £17.50 a head. Less socially desirable types such as the area secretary can go in their salt stained smocks or frocks to one of the many local waterfront pubs. On the Sunday night there is a buffet type meal in the courtyard £9.00, and there will be a band laid on etc. Informal dress/ salt stained smocks tolerated by the Crouch Mafia.

Please send the tear off strip to Denise Rawlinson 24 Russet Way Burnham on Crouch CM0 8RB by Monday 22 May, so she can do all the bookings (Thanks Fred) . Cheques make payable to the OGA.



EAST COAST CLASSICS 17-25 JUNE

WALTON, SOUTH- WOLD RALLY, LOWESTOFT MARI- TIME FESTIVAL AND FISH FAYRE

We are pleased to announce that we will be staging another "East Coast Classics" this year, which includes the very successful Southwold Smack and Classic Boat Rally, the Lowestoft Maritime Festival and Fish Fayre and a new venue at Walton.

The event starts with a "Weekend with Arthur Ransome- Swallows and Amazons for Ever" at Walton and Frinton Yacht Club on 17/18 June. There will be parties and barbecues for the big boats, who will be moored in the basin at Walton or nearby, while the open boats race round the Islands on Saturday and have a cruise and picnic in the "Secret Waters" on Sunday. Monday 19th June sees the fleet making its way up the Stour for lunch at Mistletoe Quay, before dropping back to Wrabness for the night, where we have a beach party and supper. Tuesday is "Two Rivers" day, and we race to Pin Mill and the Butt and Oyster for lunch, before going into Suffolk Yacht Harbour for the night.

On Wednesday entrants have a choice of going up North to Southwold and Lowestoft, or going up the Orwell to *Maritime Ipswich*. If you intend taking your boat to Ipswich, you will need to make separate arrangements to register with Jan Davies of Maritime Ipswich. Similarly *MNKOGA* are running their

race that weekend too, so get in touch with Lena R.

For the others, we will have be off to Southwold at first light to ensure we enter the Blythe on the flood. We moor on the reserved visitors staging opposite our headquarters in the Harbour Inn, where entertainment will be laid on. Thursday is the Sole Bay Race, and on Friday we set off on our final leg to Lowestoft, for the Maritime Festival and famous Fish Fayre. We moor in reserved berths at the Royal Norfolk and Suffolk Yacht Club in readiness for the "East Coast Classics Finale" race on the morning of Saturday 24 June. As we finish racing we go on display in the trawl basin for the Fish Fayre before returning to our berths at RNSYC.

There has been a lot of organising in the background, and we are particularly grateful to Walton & Frinton Yacht Club, Suffolk Yacht Harbour, Southwold Harbour (Waveney Contract Services), Harbour Marine Services, Royal Norfolk and Suffolk Yacht Club and Waveney District Council for their considerable help and assistance.

Financing the event has not been easy with the loss of previous sponsors, but Southwold Harbour are giving the OGA free mooring and Waveney District Council are paying for our berths at Lowestoft. There will be an entry fee of £35 for the week or any part of it, which includes berthing at Walton and Levington, race entries, prizes etc... almost everything except food, drink and getting your boat along! Open boats pay only a fiver for their weekend at Walton.

Please could we have your entry as soon as possible, as berthing is very limited, particularly at Southwold and Lowestoft.

We look forward to receiving your entry for what promises to be a really special week!

Del, Tessa, Pete, Don, Paul, JK, Ali, Jon

East Coast Classics

Programme

Friday 16 June HW 1233

Passage Race from home port to Walton
Meet Stone Point for social

Saturday 17 June HW 1309

Classics enter WFYC pond 1200 (Titchmarsh if too big!)

Racing for Open Boats- Swallows & Amazons start 1330

Social and prizegiving at WFYC

Sunday 18 June HW 1341

Start 1100 Open Boats Picnic cruise to Beaumont Quay

Classics leave WFYC pond 1230

Laze at Stone point and prepare BBQ & return of open boats

Open Boats return to WFYC on flood in evening

Monday 19 June HW 1414

0100 hrs Bumper boats

0800 Cruise / Race to Mistletoe Quay

Lunch time at Thorn hotel

Beach Party at Wrabness

Tuesday 20 June HW 1445

0830 Cruise/ Race to Pin Mill (2 Rivers Race)

Butt & Oyster for lunch

drop down to Levington for evening and clean up

Wednesday 21 June HW 1517 (1330 ish S'wold)

Passage Race to Southwold, leave early to arrive before HW Southwold

Party at Harbour Inn

(alternative go to Maritime Ipswich)

Thursday 22 June HW 1410 ish S'wold

Sole Bay Race start 0930 finish before HW

Friday 23 June HW 1450ish S'wold

Afternoon Passage Race to Lowestoft start 1330

Saturday 24 June HW 1518 ish Lowestoft

0930 ECC Lowestoft Ness Race finishing about 1330

Parade at Fish Fayre

Sunday 25 June

Boats depart to home ports \ Wisbech



open boats!

open boats!

WALTON RALLY & OPEN BOATS WEEKEND 17/18 JUNE 2000

A WEEKEND WITH ARTHUR RANSOME- SWALLOWS AND AMAZONS FOR EVER!

For the first time the East Coast Classics sail up Foundry Creek to lock into the Walton & Frinton Yacht Club Basin at midday of 17th June. There will be a marvellous display of rare types of classic boat- local sailing smacks and bawlies, ex-sailing working boats from other parts, Victorian and pre-war cruisers and yachts, many of them very important historically. Casual onlooker or enthusiast will find this exceptional gathering both beautiful to look at and of great interest.

However, from the sailing point of view, the weekend belongs to the open boats and lovers of the famous author Arthur Ransome. For here we are in the Walton Backwaters, that unique maze of channels, creeks and saltings which was the inspiration for his book Secret Waters, in which the children of Swallows and Amazons take to the Essex marshes. The East Coast Classics tradition of staging a race round the Backwaters for traditional open boats, is continued, this time in conjunction with Walton & Frinton Yacht Club. This time it is also an open weekend for all those with traditional sailing dinghies, Walton and Frinton Yacht Club very kindly making their facilities available and providing escort and safety vessels.

The Swallows and Amazons race starts before High Water in the Twizzle, takes the fleet over the causeway in the Wade (- the Red Sea, for Ransomes), between Skippers Island and Horsey Island (up Goblin creek, near the rotting remains of the Mastodon's Barge), through Hamford Water, past Stone Point and Hedge End Island to complete the circuit. This is a very informal race, more for the fun and the interest than the position! A Prize giving and social evening will be held on Saturday night at the Walton and Frinton Yacht Club, with the Classics forming a colourful backdrop.

In the true tradition of Ransome, Sunday is the day for exploring the Backwaters. Experienced local guides will lead the fleet through the secret waters to locations at Kirby, Landemere or Beaumont Quay, following the footsteps of the Walker children. Where a hundred years ago sailing barges loaded farm produce for London, the forgotten quays provide the venue for a picnic ashore for our intrepid explorers.

Their exploring over, the flotilla will head down Hamford Water to Stone Point, where they will join with the larger classic fleet (who locked out of the basin at lunchtime) for an evening barbecue while the tide makes.

The OGA and the Walton & Frinton Yacht Club extend a warm invitation to all those with traditional dinghies who would like to enjoy a weekend with Arthur Ransome. Entry £5.00 on East Coast Classics Form. Enquiries 01206 393537.

**THREE RIVERS MILLENIUM FESTIVAL
9-11 JUNE**

The Three Rivers Millennium Festival at Suffolk Yacht Harbour at Levington is going to be a real party. The schedule of events on shore is too long to describe here, but includes such gems as Dwile Flonking, Blindfold Rowing, barbecues, bands, fancy dress, Greasy Pole, Fireworks, Blessing of the Fleet etc. etc. amongst over 30 events on shore. On the sailing side we have our funny passage race to get there on Friday, a Classics/ Gaffers race out to sea on Saturday and a Pursuit Race on Sunday. Those who went to the ECC last year will remember that the OGA had a special invite, in lieu of the normal do we have there. Haven Ports Yacht Club, who have been very good to us since Shotley, are providing the venue. All the local clubs from Deben, Orwell, Stour and Walton Backwaters are putting something into this, and we in the OGA must do our bit!

Moorings have been reserved for the OGA in Suffolk Yacht Harbour, and will cost about 50p per metre per night (75p normal rates). Entry to the sailing events is £10 per boat. Please could you telephone 01206 393537 for entry forms or return the enclosed tear off strip.

MANNINGTREE FESTIVAL 20-21 MAY

In association with the Manningtree Festival of Arts and the Stour Sailing Club , the OGA is invited to provide a pretty picture on the River Stour. The plan is to meet up at Wrabness and sail / race up to Manningtree for the High Water. Free mooring is provided at the Manningtree Quay, where we hope to make a fine display with local smacks and gaffers, and we have food laid on in Pontet's Parlour at the Sailing Club, with party and Jazz Band to follow. In the bar a mini beer festival should keep us well lubricated, especially at SSC prices!

Please note that craft have to take the ground at low water- just like they do in Maldon . Mistleay Quay has more water, but still dries out, except at the commercial eastern end.

The Stour Sailing Club has been very kind over many years in providing a venue for our committee meetings free of charge. unlike some sailing clubs or pubs I could mention. Good support of the event would thus be very much appreciated- TEL 01206 393537 / return tear off strip

YOU AND YOUR BOAT ARE INVITED TO THE

THE WISBECH RIVER FESTIVAL 2000

To mark the first full season for the new yacht harbour in Wisbech, a festival is to be held over the weekend of **1st/2nd July** and an invitation is extended to Old Gaffers Association members to take part.

Attractions include visits from vessels such as "Earl of Pembroke" and "Phoenix", many shoreside events, a band concert, firework finale and of course, **free berthing** for all craft from the OGA.

Alongside this event is the annual Rose Fair, East Anglia's premier flower festival offering a fascinating, additional diversion for crews.

Craft are welcome from 27th June to 4th July, giving ample time to enjoy all Wisbech has to offer.

If you would like to attend - with your boat - send brief details to include vessel's name, LOA, contact address and telephone number to: Clinton Dorrington, Wisbech Yacht Harbour Master, c/o Fenland District Council, Melbourne Avenue, March, Cambs., PE15 0EN.

Full pilotage information and Skipper's Pack are available for entrants and you can find Wisbech on page 413 of the current MacMillan Reeds.

OGA NEWS

FUNDING: There have been some welcome developments at "Central" in recent weeks. On the finance side, Central has agreed that the costs of local area mailings, such as Eastcoaster will be met from Central funds. This is on the basis that most other areas now have newsletters to send out, and most members are assigned to areas which have newsletters, and will therefore benefit. Up till now the cost of such mailings has been met from event entry fees, or on rare but grateful occasions, sponsorship. With an area membership of over 470, this has been a particular problem for several years on the East Coast. On other East Coast funding issues, Central have agreed to look favourably on our claim (if properly presented) to reimburse the East Coast for the special contribution we had to make to keep Europe Week going (no thanks to Norway and the ECYU) last year.

EC DISPLAY STAND: Central have also agreed to consider funding for OGA display equipment and publicity material for use at East Coast Events. EC Committee member Mike Roskell has kindly volunteered to organise the running of the East Coast Stand, and it is proposed to have it on display at Levington, Walton, Southwold, Lowestoft West Mersea and Maldon. Not only will you get more chances to buy OGA regalia etc., but also it will remind those interested in traditional sail just what the OGA does centrally and locally, and how worthwhile it is to join.

CLASSICS LEGAL! - On another joining issue, the OGA is going to set up "registers" for classic bermudan and vintage motor vessels, and welcome them officially into our fold. The President has apparently consulted other areas, who are generally in favour. As many will be aware, the East Coast has encompassed classic bermudan yachts in its East Coast Classics/ Classic Boat Festival for 12 years now. So if you know of anyone with a classic bermudan vessel (generally this means traditional

constructed clinker or carvel timber vessel with bermudan rig), or a vintage motor vessel (e.g. converted RNLI Watson, traditional carvel/clinker construction, MFV etc.), *ROPE 'EM IN!*

REGISTERS: Whilst on the subject of registers, there has been much flak in the maritime press about the NHSC listings and the national core collection. There are political reasons why the collection is apparently unrepresentative in many people's eyes, albeit hardly technically justified. Much was to do with a government select committee requirement "Proposals regarding a Core Collection should be that they take into account the views of as many people as possible, including the men who served on historic ships, particularly in the service of their country." Possibly that is why the Navy has the lion's share of the core collection. Many on the East Coast have been infuriated that our superb fleets of sailing barges and smacks have generally been left out. The situation on yachts is even worse. However, NHSC are not in a position to alter the criteria or expand the core collection, because it is outside their government imposed financial remit. Heritage Afloat therefore have been appealing to member organisations to pool their knowledge and data bases of vessels into a **national database**. The format of this data base will be the same as the NHSC, so if and when their Lordships ever decide to expand the criteria, the information can readily be transferred. The OGA FGP subcommittee however did reject the idea because of perceived worries under the Data Protection Act. The offer they could make was to circulate register forms with Gaffers Log. When these eventually do come out, *could I urge all members to enter their boat details*. Many of our boats are very important in Heritage terms, and will become increasingly so as time goes by. I have also put forward a proposal at HA (which was accepted) to give every registered boat a Certificate, which can be kept with the ship's papers. Complimentary to this we intend to set up deals for

reduced mooring rates in harbours etc..

DUTCH OGA?: It is being suggested that a Dutch branch of the OGA is formed. There are of course huge numbers of gaff rigged vessels in the Netherlands, and many of them have their own specialist organisations. However the thought is that a Dutch OGA could network with these organisations for exchange of information, publicising events and lobbying purposes, as well as being a "home" for individual gaff riggers. Currently the VKSJ is kind enough to take gaffers under its wing, and its principal regatta, the DCYR at Hellevoetsluis stages races for gaff rigged craft. There would be some logic in getting the VKSJ to expand that role into a Dutch OGA, as they already have the organisation and infrastructure in place. The Dutch OGA could also look after Belgian interests too, perhaps. From a British perspective, the East Coast probably has stronger links with the Dutch than any other area, and many vessels take their annual holidays in Dutch Waters. To know what's going on and to be able to go to the festivals and rallies would be of great advantage. And of course there is a great deal we can benefit on the technical side and sourcing of skills and materials. Anyway the plan is to hold a meeting in Amsterdam at the end of the season to invite Dutch interests to come together and form a new branch of the OGA. Existing Dutch and Belgian members of the OGA will receive a letter of invitation when details of date and venue are known. In the meantime I would be very interested to receive views from Dutch, Belgian and British members.

EASTBOURNE: Finally I am advised that the Association President will be writing to East, MNK and Solent members inviting them to Eastbourne, with full details of the proposed rally on 9 July. Apparently the marina company will be laying on moorings, entertainment and sponsorship of the racing, shades of Shotley's past, no doubt!

Jon Wainwright East Coast Area Secretary



At last there appears to be some progress on area funding from Central on local area mailshots, not as much as we would have liked to have seen, but a step in the right direction. However we are still going to be very financially dependant on event entry fees to keep an OGA presence on the East Coast. It is appreciated that not everyone can get along to events, but do make the effort if you can. The committee have produced a sailing programme which is very varied and should cover most requirements. Apart from classic and smack racing round cans, we have dinghy cruising, cruising rallies to unusual places, passage races, social events and festivals. It has not been easy to put a programme together in the Millenium Year, many of our regular venues are not available, many of our regular sponsors have had their attention diverted elsewhere.

Whilst on the subject of sponsors, could I ask everyone to make a point of thanking those who have helped us. I include myself in this, we do not say "Thank you" enough, we are all too ready to complain. An ill-placed remark at a very pleasurable rally by a temporarily disgruntled entrant, caused us to lose an important sponsor, which was no use to anyone, apart from my liver in this case. It's simple, if the sponsor asks you if you have enjoyed the day say "YES, AND THANK YOU FOR A LOVELY DAY" even if you did come last and want to slit the throats of the handicap committee!

And on the subject of committees, we have a very good one with some new blood in it, and working very hard. There is extra pressure this year with our vice pres going off to Russia to restock Avola with Vodka, please give them the extra support they need.

Finally, a thank you to those who have contributed to Eastcoaster this year. I am trying to have a boat feature every issue- we have had **Kate** last time, and **Transcur** this. Could I have more coming forward please, otherwise you will get a serialised accounts of prawners, winter and summer at Mistley! Also letters and other contributions from all please, including those from the numbers of recognised experts within our membership, whom I am sure have gems of local knowledge to impart. And of course, information, humorous or otherwise, on what is going on in the smack and classic world.

KEEPING IN TOUCH

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mobile 0378 055918

Email JRWainwright@cs.com

Portview New Road Mistley Essex CO11 2AE



SHANTY NIGHT MALDON

Despite alternative attractions in the Town, the Shanty evening at Maldon was a great success, attracting a full house, including a bus load from Manningtree and a party from Holland. Shanty Jack and his mates gave up their time to come down and perform for free, whilst a variety of Dutch and more local acts gave us all excellent entertainment. The East Coast Classics band even had a preliminary outing!

Takings at the door and bar profits will go towards the Maldon Town Regatta and OGA Anniversary in September. Thank you Mike, Les and all the others who helped stage this event.

MEDWAY & NORTH KENT OGA NEWS

I hear reports that the Medway and North Kent OGA / KSA liaison sub committee have decided to hold meetings in more exotic locations. Their last meeting was in Barbados, with the Morecambe Bay Prawn Ziska in attendance. Ziska had been sailed across the Atlantic without an engine from Kent.

Lena Reekie's expenses claim did raise some eyebrows at the Politburo

AFTER THE ZEPPELIN.....

Members may remember that we announced the construction of the magnificent gaff rigged Zeppelin Ketch this time last year. We had hoped to use the Millennium Dome at Greenwich for a hanger when the exhibition finished, but the FGP have pointed out that Greenwich is in MNK area, and it might even be a Cinq port too. The Zeppelin may have to be sold off to Japan, who are interested in developing its leading edge technology, especially the rig.

Undaunted the committee have come up with a new development. Those who sail in local waters may have noticed a huge dredging project in the Harwich Harbour approaches. The High Speed HSS Stena Discovery is also being re-routed on her approach track too. This is nothing to do with Felixstowe containerhips or tidal waves. It is actually preparing the way for the new schooner rigged submersible ship which is being developed on the East Coast. The EC Sec has been experimenting with the principle for some time. When it gets rough the hull goes under water beneath the waves, leaving the rig above sea level to catch the breeze, so we can carry on partying on board. Those trials were completed last year in Deva and Maryll, and now a huge topsail schooner is being planned. It was hoped that plans would be available for an Eastcoaster exclusive, but we have had to amend them to provide separate accommodation for the pump fitters (lots of them in a submersible) because they are so boring and talk about nothing but pumps, and put everyone off partying.

Letters to the editor

Dear Mr Wainwright

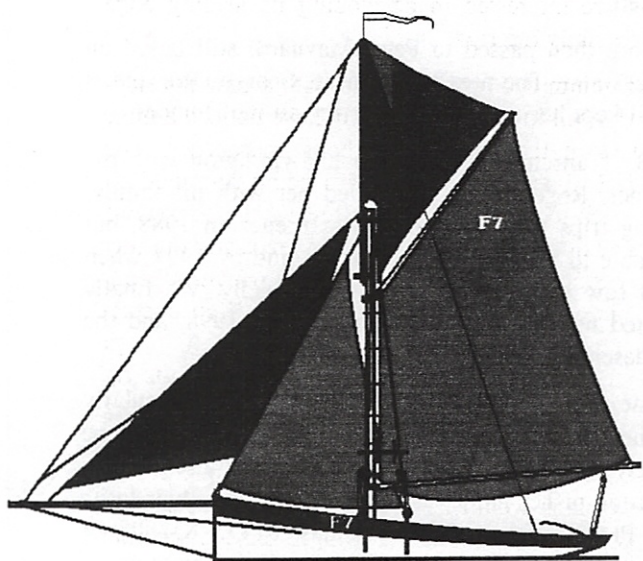
In Eastcoaster No 38 I was interested to notice reference to the cutter Pembeth being a smack. She was built by Aldous Ltd at Brightlingsea in 1919 as a cutter rigged yacht.

Recorded dimensions are were 45ft overall, 40ft registered length, 11ft 9 in beam and 6ft registered depth. No sailing smacks were built for local fishermen after 1919, being regarded as anachronistic, and most owners were becoming increasingly enthusiastic at the possibility of installing an auxiliary. The Colne Men and some from the Blackwater saw much of the usefulness of such installations, as well as full power, in many of the yachts they served on board as Captains and hands in the summer. A few fishing craft with sails were built with sails and motors, such as the Alpha, Jolie Brise and Christine, but the engine was regarded as the principal form of propulsion.

The dimensions of Kate LK 126 suggest she was a very a very small Zulu, or possibly a Zulu skiff, many of which were fully decked. Perhaps this reflects as less far ranging use than some of the drifters, all of which must have been a hard way of life for their crews. A typical Zulu would be 80ft long, with some down to 50ft length. A Zulu skiff could be 42ft overall length, 30ft keel, 12ft 6" beam and 5ft depth. I am not sure how a lugger, however interesting, is regarded of direct concern to a gaff rig association- perhaps the title needs changing to encompass any traditional rig?

Yours sincerely,

John Leather



Pembeth looks something like this!

Dear Mr Wainwright,

In response to John Leather's letter, I thank him for his interest- however I would like to make the following points.

Firstly re Pembeth, I think John may have mistaken the identity of this vessel. Pembeth was originally built in 1912 by Aldous "on spec" - 42 LWL .47.5 on deck 12ft 4" beam and 5ft 9" draft. Her first name was "Clyde" given to her by the Fourth Horse Artillery who commandeered her from Aldous at the outbreak of war and used her as a hay lighter to feed horses at barracks in London. When peace returned in 1919/20 she was returned to Aldous, who sold her to Warren and Herman of Whitstable, who registered her as an Oyster Smack Faversham Register F7. She dredged oysters, was then a guard boat and then a carrier smack to Billingsgate. She was sold in 1952 to the Coe family of Colchester and renamed "Pembeth", and amalgamation of Penelope "daughter", Mike "Father" and Elizabeth "Mother". This history is as Graham Brewster, her owner for the last 18 years related to me.

Secondly re Kate LK126 John is correct to record that most Zulu's were larger than Kate. The largest recorded was the Laverock, BF 787 built 1902, 59ft on keel, 84ft between stems, 20ft 7" beam, 11ft depth of hold. He is also correct to record that zulu skiffs were built up to 42 ft and some were fully decked. However, Kate is 42 ft, fully decked AND twin masted carrying two lugs and a jib, whereas most recorded history shows zulu skiffs with single mast and one dipping lug. I have researched her history most thoroughly and have original photos and her first register papers where she is described as a Zulu. Kate is unusual however as being built in the Shetland Isles at Lerwick in 1910 and being clinker built at a time when carvel was more common. Indeed, Kate has a sister ship Fern built at the same yard Hay and Co of almost the same dimensions, but carvel built.

The great recorder of our fishing boats around Britain, Edgar J Marsh, has, in 1952 when memories were still fresh, given us a great reference book "Sailing Drifters" which amongst other vessels has a great section on Fifes and Zulus.

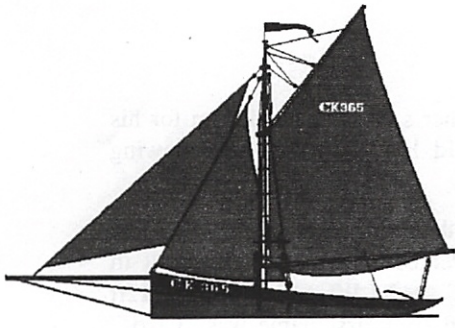
With reference to John's comment on a lugger being of no direct concern to a gaff rig association, there were many lug rigged zulus converted to Dandy rig which were gaff rigged on the foremast and standing lug on the aft mast, as per the photo in Eastcoaster. To my way of thinking and my interest in restoring and sailing ex working fishing boats, the evolution from square yarded sails to fore and aft rigged lug sails and gaff rigged cutters will be of immense interest to OGA members.

Thankyou for your excellent work on the Eastcoaster, Jon W.. I always look forward to a good read.

Don Windley

Good Intent LO 136

Essex smack 'Transcur' CK 365

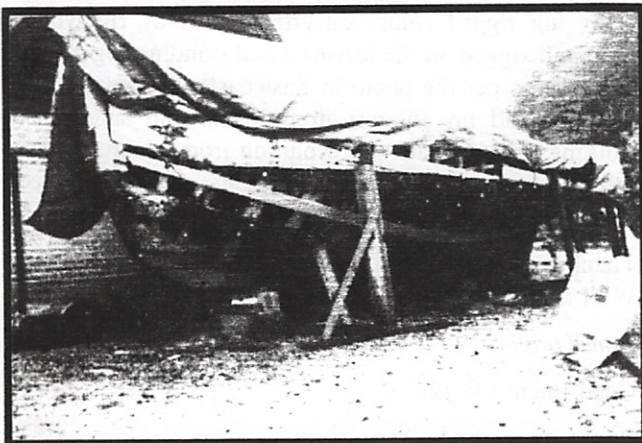


The Essex fishing smack 'Transcur' is undergoing a complete rebuild. Pete and I bought her in November 1998 and had her transported from Lym-

ington on the South Coast to our home outside Ipswich. She had been allowed to deteriorate to an almost unbelievable state, given that she was still afloat, and 'in commission' in her owner's eyes. She had been converted to bermudian cutter and her counter had been shortened - altogether a very sorry sight for anyone who appreciates the graceful curves of Aldous's smacks. She was built in 1895, by Aldous at Brightlingsea, and measures approximately 35' overall, 10'6 beam and 4'6 draft. She is of typical east coast workboat construction, but unusually had a thicker plank on the turn of the bilge and a bilge stringer. At some time in the past her stem had been replaced, and also the sheer strake, covering board and stanchions; the rest of her hull was original. Her deck layout had been completely changed, with a long cabin and cockpit replacing the hatches and the barrel windlass had been removed. However, she is now progressing back towards her former glory - gaff rigged and counter sterned, with a target launch date sometime next year. Pete has already fitted a new Opepe keel and kelson, stern post and rudder trunk, beamshelves and clamp, oak frames throughout, horn timbers and rebuilt counter, covering boards, stanchions, bulwarks etc. Larch planking was fitted expertly by Alan Williams and Andrew Balfe from St Osyth. Pete is currently laying the deck of larch covered with two layers of ply and constructing the interior so that we can cruise in moderate comfort with the family aboard. We have a Ford 1.6 diesel part way through marine conversion to install with hydraulic drives to folding or feathering props, and spars roughed out.

Transcur's History

According to the Colchester fishing registers, the 'Transcur' was registered as CK 365 in 1910. Earlier registers have been lost, so we have no information before 1910. At this time she was owned by Smith Brothers Ltd of



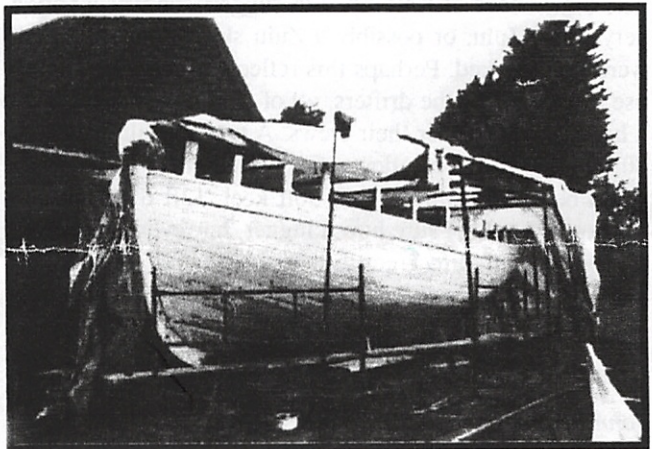
Burnham on Crouch and skippered by a G Blunden. In 1922 she was owned and skippered by Alger Tunbridge. In December 1934 her registration was cancelled, with the note that she was now used as a yacht.

Entries in Lloyds Register of Yachts state that she was converted to a yacht in 1925, but these are never definitive sources of information.

A previous owner, Robert Greenway of Ardleigh, told us that he bought her in 1937. She was still gaff rigged with a pole mast, and a cabin replaced the hold. He fitted her first engine, and sailed her out of Walton on the Naze and Felixstowe Ferry.

There is another gap in her history until 1947 when she was owned by Bill Mann. He kept her in Bradwell Creek on the Blackwater and sailed most weekends in the Blackwater and Colne, to Burnham and down the Wallet to Walton and the Orwell. We have been lent his log book which details his sailing between 1949 - 1952 and makes fascinating reading.

Her next owner was Frank Mulville, who cruised her extensively, including the notorious sail to Holland which is recorded in detail in his book 'Tershelling



Sands'. Frank reportedly shortened her counter because it had rotted.

Ownership then passed to Peter Maynard, still based on the Blackwater. The next two owners, George Dear and B Swindell kept her up at South Ferriby on the Humber.

In 1978 'Transcur' moved down to Lymington with the last owner, Roger Bettle. He sailed her with his family, including trips to France, and Douarnenez in 1988, but was unable to maintain her condition and by 1997 when we first saw her, she had deteriorated badly. We finally negotiated her purchase in the autumn of 1998, and the rest is described above.

If anyone can fill in any details of her history, particularly about her early days as a working boat, I would be extremely pleased to hear from you. I would also love an explanation of her name, as I cannot find any clues to its origin. Please contact Clare Thomas, 01473 832808 or clare.e.thomas@bt.com. Also if anyone has a spare set of sails to suit a 35' smack that we could borrow for the first season, please contact us on the above number.