



EASTCOASTER

The Newsletter of the East Coast Old Gaffers Association
November 2014 Issue 101

Forestay

Welcome to the last Eastcoaster of the year. Our sailing events may be over, and most of the boats out of the water, but there are still events to look forward to.

First is the AGM, held this year at the brand new Walton and Frinton Yacht Club. They provided such great hospitality for the Swallows & Amazons back in July that we decided that we had to go back! Order forms for meals are on the website and attached at the back of Eastcoaster, so please send your completed forms to Clare Thomas by Wednesday 12th November so you can eat after the meeting and prize giving.

We will be having a sale of excess stock as well, so if you want another OGA 50 plate, an event T-shirt, a polo shirt, or any flags remember to bring your money!

The Committee is looking for someone to take on a new role on the communications side and be responsible for the monthly news e-mail. It is not a demanding role, but it does need someone prepared to do a little every month and come to committee meetings. They are fun, so why not try?

We have added an additional event to our calendar for this year, with a visit to James Lawrence, Sailmaker on Friday the 12th December so check out the details here and on the website.

We have a brand new item in Eastcoaster this time, put together by Sharon Lee from *Cygnets of London*. We hope you will enjoy the Young Gaffers Page, and print it off or show it to any children in your family. They're never too young join in!



Inanda in the pursuit race by Clare Thomas

In this issue

Forestay

Reports

Swale Match
August Cruise
Maritime Woodbridge
Maldon regatta
Home from Holland
Molly Heads Home

Young Gaffers Page

Visit to James Lawrence

Backstay

Boats for sale

Kent Sailing Association 2014 Swale Barge Match

Text and photo by Mick King

Yes I know it's called a Barge Match, and this is the East Coast Old Gaffers publication and *Paprika* is a Bermudan rigged classic, but if you've not been to the "Swale Match", held on the 1st Saturday in August, you just don't know what you're missing!

So it has racing for Barges of all types including Dutch, there are also classes for Smacks and Bawleys of all descriptions, Big and Small Gaffers, Open Gaffers, Classic Bermudans and a class for steam powered vessels that parade around the Swale entrance. What's not to like?



This year's racing got under way at the charmingly early time of 0600, yes that's what I thought too, but that was for all the other classes, the Classic Bermudan's got under way at 0700 or rather we didn't, due to the lack of wind. However we drifted out under very light conditions from the start line to a mark at the Spaniard where (had I mentioned I was leading at this point in our class? difficult to believe I know) the wind gave us a bit more movement and we were off to the next mark just off Herne Bay pier, the approach to that mark was interesting as the wind boxed all around the compass leading to some interesting angles of approach!

The route to the next mark was aided by some more wind but hindered by vessels from the other classes which had started earlier being in the way (why are they always on starboard at the wrong time?) going around the big blue fishing boat with a race mark on its rear deck coincided with a significant increase in the wind and it was off to the Colombine and back into the Swale. It was on this leg that *One Bamboo* (an East Anglian and much bigger than *Paprika*, the Swale Match has no handicaps other than for Barges) made better use of the gusts and passed me! From the Colombine to the finish was a good sail made lively by the wind, shallows and bloody great Barges which lead to some interesting tacking duels but *Paprika* finally finished in second place in class having taken 6 hours 24 minutes and 23 seconds to cover the 20 odd miles of the course.

But it's not just the racing, it is also very much a sociable event, the briefing for skippers is held on the Friday night at the boat yard on the confluence of the Oare and Faversham Creeks with a bar. The prize giving is held at the same venue, when there is also food available and the opportunity to explain why you were not faster or to ask Roy Hart where he came and show off your trophy?

The most notable East Coast boat was undoubtedly Jon Brett's Smack *Iris Mary* which came away with 5 trophies.

Next year's Swale Match is to be held on Saturday August 8th, contact Lena Reekie at leenareekie@talktalk.net for further information.

Come to one of the best weekends on the water and shore anywhere and have a great time. Oh and bring some insect repellent as they breed the mossies big down there!

August Cruise, 16-25 August

Text by Alison Cable

The Classics week started in Ipswich with a pontoon party sponsored by Teamac Paints, who also gave vouchers off the cost of the weekend's berthing. Good reports are coming back about the quality of their paint, so its worth giving it a go!

Sunday's regatta saw the normal fun and games, plus a new event of jousting, inspired by one seen in Holland.



Photos by Alastair Randall



A bad forecast on Monday saw the planned trip to the Deben abandoned, but Shotley Point Marina were very accommodating instead, bringing back memories of the old days of the Shotley Classics.

The Seaway's Bells passage race on Tuesday went ahead with a different course to the one originally planned, but the fleet assembled at Walton on Tuesday evening as expected and the cruise was back on track. All the other races went ahead as planned.

	Seaways Bells	Pennyhole Bay	Pursuit race
1 st	<i>Charm</i>	<i>Reverie</i>	<i>Crow</i>
2 nd	<i>Reverie</i>	<i>Lili</i>	<i>Cormorant</i>
3 rd	<i>Victoria</i>	<i>Katie</i>	<i>Katie</i>
1 st Bermudan	<i>Amphora</i>	<i>Scorpion of Wyke</i>	<i>Scorpion of Wyke</i>



Pennyhole Bay race *Clare Thomas*



Rely during the Junior helm race *Sue Lewis*

Cormorant, winner of the Junior Helm

Sue Lewis



	Two Rivers Race	Ladies Race	Junior Helm
1 st	<i>Greensleeves II</i>	<i>Lapwing</i> Cath Lindon	<i>Cormorant</i> Eden Lovesee
2 nd	<i>Crow</i>	<i>Moonstone</i> Persephone Lewin	<i>Clytie</i> Josh Masters
3 rd	<i>Lili</i>	<i>Victoria</i> Evie	<i>Kelpie</i> Anna Masters
1 st Bermudan	<i>Scorpion of Wyke</i>		

The President's Race

Sue Lewis



	President's Race	Overall Points
1 st	<i>Reverie</i>	<i>Katie</i>
2 nd	<i>Transcur</i>	<i>Crow</i>
3 rd	<i>Lili</i>	<i>Lili</i>
1 st Bermudan	<i>Scorpion of Wyke</i>	<i>Scorpion of Wyke</i>

As well as racing everyone enjoyed a packed evening social calendar, with drinks, bonfires, barbeques and other meals ashore throughout the week, with the final meal being held at the Harbour Room at the Suffolk Yacht Harbour at Levington, where the crews enjoyed the music of John and Mario after the prizegiving.

And what a prizegiving! As well as the racing trophies presented as above many other awards were given out. The International Rescue Trophy went to *Tempus*. I am sure there must be a story there, but no one will tell it to me!

Other awards were as follows, Tarka's Pin went to *Kajan*, and the Seamanship Trophy to Graham Adie. *Witch* was awarded the Keep Bailing Trophy; she is out of the water now and getting her seams recaulked! Bitter End Trophy: *Quintet*. Newcomer Award: *Betty Alan* Rentacrew Award: *Florence*. Boat with Youngest Crew Award: *Cygnets of London*. Working Boat with Pregnant Skipper Award: *Ellen*. Engine Failure Award: *Lilibullero*. Most Improved Scottish Fishing Boat: *Rely*. Best Youth Start: *Victoria*.

Not all prizes were given for sailing. At the start of the week everyone was asked to take part in the inaugural writing competition and submit a short piece, up to 500 words, starting with the line "Here, take my dinghy," he said... The junior prize was won by Maddie Masters, with the senior going jointly to Jo Masters & Sarah Adie. The three winning entries are available to read on the website.

Maritime Woodbridge 3-14 September

By Alison Cable

This biannual event is always well attended by old gaffers, and a this year was no exception, with three smack boats, *Happy Days*, *AWOL*, and *Papa Stour* racing on both days, despite *AWOL* suffering gear failure that saw her having to be towed back to the quay by *Papa Stour*.

Transcur and *Reverie* both sailed round into the Deben to join *Nancy Blackett* and *Peter Duck*. *Kestrel* was also there, and together with a couple of bawleys they made a fine display of gaff rigged boats at the quay. The old Whisstocks site was opened up for a displays of smaller boats, including coracles, a brand new Waldringfield Dragonfly built by James Palmer from *Kestrel*, and *Sae Wulfing*, a third scale replica of the Sutton Hoo ship. Since it has a four cornered sail with a spar at the top I suppose it could count as a gaffer.....
photo by Clive Robertson



A good selection of stalls, selling maritime books and art, were under cover in the old shed, but given the great weather it was a shame to spend time indoors. There were attractions all along the water front, from the Tidemill to the Sailing Club, and everyone had a great time.

The Maldon Regatta 27 September

Text and photos by Julian Cable

Last year *Robinetta* was out of the water by the Maldon Regatta and I crewed with Yvonne Mitchell on *Kajan* while Alison helped out at the Little Ship Club in Maldon.

This year *Robinetta* is up in Scotland and Yvonne was happy to have crew again. It was an early race start so I checked with Stacey Belbin if *Lady Grace* would be running and she said she would be there to get me on board *Kajan*. In the event, Stacey was poorly but provided a replacement skipper.

It was clear by the middle of the previous week that wind was not going to be a major

feature of Saturday's weather and when I got to *Kajan* Yvonne had already raised the main on the mooring. We motored straight out to the start line and there was enough wind to get us through it. In fact *Kajan* was doing rather better than many other boats.

The winds were so slight that some boats found manoeuvring more than they could handle and we briefly spotted an impromptu three boat raft.

The course took us down river to one of the race buoys on Mersea Flats and then across to one on the Bradwell side before heading up river to Osea. We knew that with the winds so light it was touch and go whether we would reach the first marks before the tide turned. One the flood started we would have no chance of making the marks without a lot more wind.



And so it turned out. We got about half way to the first mark and had to tack towards the Mersea shore to round the mark and we could see our track on the chart plotter heading back towards the Nass beacon.

Ahead of us we saw *Cormorant* tack back out into the river. There was no way they would make any marks either. We admitted defeat and followed them. As Yvonne said, "We might as well point the way we are going".

Even though we all knew what the race would be like, there was a fine turn out. Along with *Cormorant* there were several other lovely old yawls including Martin Goodrich's *Gwenili* and *Duet* from the Cirdan Trust. Having been off on our travels this summer it was my first chance to see Roy Hart's gaff rigged *Dragon Greensleeves II* in action. The rig looks good on her.



As we got past Bradwell we caught up with Mary Gibbs single handing *Molly Cobbler* and noticed Barry Edwards with Sue Lewis and Howard Wheelton on board *Random*, sporting a garish, multi-coloured jib.

That was when the wind died totally and the tide was drifting us towards Goldhanger Creek so we banged the motor on to clear Thirslet Spit and potted to the Osea Island anchorage for lunch. Of course as soon as we past the finish line a nice little breeze picked up and several boats crossed the line under sail, almost all of them later than even the extended time limit. For the first time in a number of years we were gifted packets of fine Maldon salt, distributed around the anchorage by Mike McCarthy in *Tempus*. Mary rafted *Molly Cobbler* on *Kajan* and we had a merry lunch with delicious cheese and tomato toasties made by Yvonne augmented by my son Alex's expert donation of shortbread.



The breeze lasted until just after the start of the parade of sail and then dropped away again, but there was just enough to maintain steerage way all the way to Maldon.

The sink holes on the Hythe at Maldon have forced the festivities to move to the park, with the prize giving being held in the Sail Loft Boatyard. This was something of a mixed blessing for the crews, who didn't have to leave the free beer venue to go to the prize giving, but who, having drunk the barrels dry, were further from the nearest source of more beer!

Another innovation this year was the absence of Mike McCarthy's usual Costco special shepherd's pie. Instead we were treated to a fine dish of fish and chips. The venue and the craic were the same good stuff as usual.

There was also (as usual) much discussion about the race conditions and management. It was clear that the class 8 & 9 boats had extra difficulties because of starting 10 minutes later. Only 3 of the 15 entries finished and all of them were more than 45 minutes after the original time limit. 18 of the approximately 50 class 1 to 7 boats finished in the extended time.

Various ways to get home from Holland

By Alison Cable

There are plenty of accounts of the wonderful time that the UK Old Gaffers had during the Dutch 10th Anniversary Cross Country Tour, so I don't intend to add anything about it here, but instead I thought I'd write a little about how everyone got home. 17 boats from the East Coast area were in Holland this summer, and on their way back they were scattered from Lowestoft to Dover.

Family issues summoned *Transcur* home from Amsterdam at the end of the first week, but she was soon followed by *Witch*, *Lillibulero*, and *Cygnets of London* who saw the weather that was on the way and decided to head home before Hurricane Bertha kicked up the sea. Unfortunately they did not quite avoid the bad weather! According to Mike Robertson of *Lillibulero*;

“Arrived back in the UK yesterday (7-8-14) after a 29 hour passage from Ijmuiden in the Netherlands. All was going very well until we made our UK landfall when we decided to shorten sail because the wind was increasing (just a little bit). We had a very rough passage from Orford Ness to Languard Point with LilliB constantly rolling about 30 degrees off vertical. Then we entered Harwich Harbour. I would not have believed that a 10 ton, 32 foot long, gaff rigged boat could have surfed into Harwich Harbour, but that is exactly what we did. If there is a 'Sailing God' I will pay you anything you want to ensure that I do not have to go through that again.”

Random left one day later on the 5th of August, after enjoying the hospitality of Edam, and ended up in Lowestoft, after a “bad long trip” according to Clive Church who was crewing for Barry. *Bonita* stayed another day, leaving after Hoorn, and somehow avoided the worse of the weather on her way to the Swale. *Fanny of Cowes* left around the same time.

Avola and *Kajan* stayed to enjoy the massive seafood dinner at Enkhuisen on the 7th, then headed home next morning but while *Avola* set out across the North Sea from Ijmuiden to Harwich arriving next day after a very lumpy sea crossing *Kajan* opted for the sheltered canal route, reaching Neiuport on the 14th and crossing to Ramsgate on the 15th.



It was a reduced fleet that participated in the final three days of the Tour, but there were still 8 East Coast boats in Holland on Sunday 10th August. Unfortunately *Else* was not with the fleet, having suffered gear box failure in the canals; Claudia Myatt did not get her home until the end of September. One boat that did make it home exactly on time as planned after participating in the whole tour was *Step Back in Time*; one advantage of a trailer sailor! *Maryll* also completed the tour, but she will be staying in Holland all winter. Since that was planned from the beginning I have to congratulate Keith Watson and Julie Osborne for their forward planning!

Photo by Sue Lewis

Bonify and *Temagami* travelled back in company, sailing back from Den Helder through the inland waterways all the way to the Roompot, from where they tried to strike out for England. Rough seas defeated them though, and they ended up in



Ostende, then Calais, before crossing to Ramsgate and heading up the coast to Harwich through the wind farms, where they arrived on the 21st of August, in time to join in the last half of the East Coast Classics. *Pintail of Mora* travelled back alone, but also made it safely home.

Martin Goodrich left *Gwenili* in Den Helder until early September until he gathered together a fresh crew to bring her back. *Molly Cobbler* also stayed for a while in Den Helder before Mary Gibbs went back to get her after recovering from a short illness. Her account of her single handed trip home follows.

Molly Heads Home

by Mary Gibbs

I'm in Den Helder, *Minstrel* has just left, I have lost my sea legs after being ill, and somehow I have to get *Molly* back to Essex.....

The 40-odd miles to Ijmuiden does not seem a good first trip, so I start with a pleasant short sail to Oudeschild on Texel. Strong winds are forecast later in the week, but light breezes tomorrow – no time like the present, so early next day, *Molly* and I set off for

Ijmuiden. Winds were even lighter than forecast, so it became a motorsailing day. Two porpoises feed, briefly, right beside the boat. Later we sail a little in a westerly sea-breeze.

Ijmuiden marina is grey, enormous, and resembles a large motorway service station carpark in the middle of an industrial estate. Can't bear the idea of three nights here.

So next morning, out we go, up goes the reefed mainsail, and we sail closehauled as far as *Molly* can make it – but then the wind turns southerly, so we give up, and motor into it for two hours, *Molly* bucking and splashing but keeping most of the water out.

Scheveningen is much more human, and for three days we wait out strong winds and swell. Favourable winds are now forecast, so on we go, motoring into a very light southerly through the “washing machine” which Edgar says is always found outside Europoort, into Hellevoetsluis to eat out with *Windbreker's* crew, and out again into a silky-smooth blue calm to work our way through the inshore channels to the Roompot. Here we have a brisk sail in the northerly which has got up, before an unpleasant encounter with a large fishing boat bow-thruster in the lock. Forecasts suggest we should keep going, so next day we sail for Blankenberge with the wind astern – a little strong, but we make good speed with one reef, though getting sail down outside the harbour is a challenge!

Next day, on to Dunkerque, a broad reach with lighter winds, and the coast almost out of sight in the haze – I drop sail to pick our way along the Rade, making Dunkerque harbour at dusk. Next day we set off at lunchtime for Calais. A grey misty day, and the long industrial coast outside Dunkerque – chimneys, gravel elevators, large tanks and huge blockish buildings – looks like Mordor-on-Sea. An easy beam reach all the way, but I am wary of the ferries as they race in and out, and drop all sail before turning up the Calais approach channel in the dusk. Permission is granted to enter the harbour - “Keep to the west”. The marina bridge will not open for another half-hour; I pick up a mooring buoy. We berth in the dark.

Next morning early we head out at the first bridge opening with a crowd of small fishing motorboats. Then, with the mainsail up for visibility rather than movement (though it helps a little), we head across the channel over some of the smoothest water I have seen. It is hazy, and visibility is still limited, but it is easy to avoid the big shipping where necessary, and the ferries pass regularly but not too close. Turning west once we have left the TSS – now with a favourable tide! – I glimpse South Foreland; it feels as if we are nearly home. Entering Dover harbour is straightforward, and soon *Molly* is berthed in the marina – 8 days of sea passages, 271.2 miles from Oudeschild, and precisely two weeks since I arrived in Den Helder. We have been very lucky!

Visit to James Lawrence 12th September

OGA Members are invited to visit James Lawrence at their Sailmakers loft in Tower Street, Brightlingsea, on Friday 12th December 2014 at 19:00.

Pete “the Knife” Elliston has decided that he really needs a new topsail for *Reverie*, and the team at James Lawrence have set themselves the challenge of seeing how fast they can fulfil his order. They aim to complete the sail in a single evening, so visitors can see how sails are made from start to finish.

This is also an opportunity for you to bring along any of your own sails that you feel may need attention, alteration or advice from a highly skilled, and experienced, team of professionals.

After the visit it is highly probably everyone will adjourn to the Colne Yacht Club for some liquid refreshment, but there is no official catering at the event.

Backstay

The end of every sailing season is a time for reflection on what could have been if the weather was better, what winter work needs doing to make next year better, and also for making plans for next year! Once again we will mostly be sailing *Robinetta* in Scotland, so I will need help with reports and picture from the East Coast events, although I do plan to be at more of them!

This is a good time of year to pick up a bargain, so please have a look at the boats for sale on the website as well as in Eastcoaster. *Katie*, who did so well in the August cruise is still for sale, and her price has been reduced to £19,500 and *Elfrida* is a real bargain at £7,500. If you fancy a restoration project then *Sea Pig* is a boat with a great history that needs a lot of TLC, reflected in the price of £500. Boats of all ages, sizes, prices and conditions are on the website, so why not have a look!



Katie by Clare Thomas

I would like as many contributions for Eastcoaster as possible! My e-mail address has changed, so please sent all your pictures and articles to alison.margaret.cable@gmail.com by 19th January. I look forward to hearing from you!

For Sale

JANTY DEBEN 4 TONNER GAFF CUTTER



Formerly owned by George & Brenda Jago ex OGA magazine staff.
Recently cruised on East Coast & Blackwater
Really good fun and nice to sail
2 Berth & pipe cot. Cassette portable toilet
Excellent J Lawrence sails
Almost new 1 GM10 Yanmar & Aquadrive - only approx 100 hours
Needs attention to paint and ready to anti-foul
Meths stove
Really well equipped
Good article on Janty in Classic Boat Jan 1992. Email for loan of copy & photos
Optional 4-wheel trailer
Perfect introduction to East Coast Old Gaffing

£9,000 ONO

East Coast OGA AGM Dinner
at Walton and Frinton Yacht Club on Saturday 15th November 2014

Name	
Phone number	

Please book dinners @ £15.00 per head.

Menu choices

Main courses:

Chicken Ballantine stuffed with spinach and ricotta wrapped in bacon Qty

.....

with garlic and parsley cream served with new potatoes and vegetables

Penne pasta with roasted peppers, pesto cream sauce and garlic bread Qty

Desserts:

Home-made Bread and butter pudding served with cream

Qty

Choice of Ice cream

Qty

Payment by cheque (payable to East Coast OGA) or online to 20-54-30 account number 80676179 including your name as the reference please.

Please return this form either by post (to Clare Thomas, Green Farm Barn, Barham Green, Ipswich IP6 0QF) or email (clare.thomas@btinternet.com).

Orders must be received by Wednesday 12th November 2014.

