



## Forestay

The East Coast OGA has been its usual busy self over the winter, so much so, that I have decided to move back to A4 format to get more pictures in! A5 worked well to send nearly 400 copies, but as the vast majority of people get the remaining three issues this year as downloads, the larger format is easier for pictures.

Don't forget, you can download and print out every issue for easier reading, and in colour! Visit the East Coast OGA website, log in and find all the past Eastcoaster newsletters:

[www.eastcoastoldgaffers.co.uk/eastcoaster](http://www.eastcoastoldgaffers.co.uk/eastcoaster)

We get new members every year, but this year we have some who deserve special mention. They are the first National Historic Ships trainees, sponsored by the Heritage Lottery Fund, who will be working with a variety of historic vessels at sites around the UK. Their activities started on Monday 3 March with a tailored course in historic vessel maintenance at the International Boatbuilding Training College, Lowestoft. Welcome to the OGA, and I hope you are inspired to continue as members after your free year!

The sailing season is now under way, and after a wet winter, March was dry enough that boat preparation could start. Our first sailing event of the season at Tollesbury passed off very well, with a full report in this issue, but we had a number of social events first.

## Winter gatherings

Our new President and Secretary invited all the East Coast members to their home in January for a Burns Lunch. Much haggis, beer and wine were consumed!

The next week Sue Lewis gave an interesting talk at the Nottage Institute about her adventures in *Bonify* on her way round Britain for OGA50 last year. The fish and chip supper was excellent too.

A fortnight later we visited the Pin Mill Sailing Club for our second film night. 'Whisky Galore' stands the test of time, and is even funnier when watching in company of people who understand how difficult it can be to row a laden dingy! The meal was tasty too, with pictures of gaffers stencilled onto the table cloths to make us feel at home.



*Mike and Roy wrestle with the mystery raffle prize at the Annual Dinner*

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## East Coast Dinner: Royal Burnham YC, 15 March

Get a bunch of East Coast Gaffers together, and they will have fun, however formal the event appears to be! The Annual East Coast Dinner at the Royal Burnham Yacht Club was organised by Trevor Rawlinson with his usual care.

Over 70 sat down to dine in a room decorated with flags and personalised name mats by Elaine Rawlinson, and the menu of roast cod or chicken was well up to its usual standards.

We decided not to have an official speaker this year, to allow more time for socialising, but also to give us the opportunity to present the Cape Horn Trophy to Kees Koomen. Kees has been a member of the East Coast Gaffers for over 25 years, despite living in the Netherlands. He won the national OGA award for his counter-clockwise trip for OGA50 and after the presentation by Robert Hill spoke a little of this experiences.

Since he was going the other way round to everyone else, he only met one Old Gaffer, at Peterhead. Luckily he got told about Wetherspoons pubs and free beer. The Excise man at Falmouth, on seeing the 19' *Snoopy* said, 'That's not a yacht, that's a ship.'

The raffle delighted us all with a large mystery prize, lurking at the back of the table. It was won by Roy Hart, who had a great tussle with Mike McCarthy, who helped him unwrap it to reveal a bucket and deck broom.

The last Round Britain token, a bottle of Tobermory Single Malt on a wooden tray with tasting glass, was auctioned off to raise £99 for the East Coast Old Gaffers.



## Sail Clinic: James Lawrence Sailmakers, Brightlingsea, 21 March

by Mike Robertson

At around 7:30, on Friday 21 March approximately a dozen people turned up at James Lawrence's sail loft for what was planned to be a crash course in sail 'first aid' hosted by Mark Butler, assisted by Jake and Sara. Each person present was supplied with a sail 'palm', a needle, some thread and a piece of flax. Seating having been acquired from various sources, all those present sat around a large table and lessons began.

*East Coast Gaffers at work during the James Lawrence sail clinic*



Mark demonstrated to the students (us) the rudiments of the 'herring' stitch. The first requirement was to fold the flax and cut a slit in it, producing the sort of damage that could occur half way across the North Sea. Stage two was to demonstrate how the damage could be safely repaired to a level that would enable the boat to get to its destination where a more thorough repair could be effected.

Mark pointed out how essential it was to use the correct repair solution so as not to damage the sail any more than it already was. The students then all carried out a repair on their sample piece of flax.

The next demonstration was to carry out the same repair where the damaged sail had a 90° tear in it. Finally, everyone was shown how to stitch a patch over a damaged area. At this point Mark stressed the need to line up the patch material so that the weft and warp of the patch match that of the sail.

It is important that these are in line so that further damage does not occur to the sail which would happen if the patch is stitched on without being lined up. After a couple of hours (seemed more like half an hour at the time) we all thanked Mark, Sara and Jake for their time. Thus ended a very enjoyable and interesting evening.

## Tollesbury Easter Rally: 19 April

The first Tollesbury Rally in a long time was held on Easter Saturday, with the help of the Tollesbury Sailing Club and the Kings Head Pub. The event was a great success, despite initial doubts about the weather.

Easter Saturday started overcast and windy, not the best conditions for a dinghy race, but 13 boats registered to race at 12 noon when the Tollesbury Sailing Club opened its doors, with a welcoming hot drink, biscuits and a bowl of mini eggs as well!



The course was decided by the Sailing Club, with their great experience of the area, starting with some zig zags round the buoys before a long beat up the north side of Great Cob Island and a final run down to the start/finish line near Woodrolfe Creek.

By 1330 the Hard was busy with boats getting ready to launch. A variety of methods were used to get down Woodrolfe Creek, the most popular proved being towed out by *Tempus*, Mike McCarthy's motorboat, but the Sailing Club ribs also offered assistance. Some of the smacks boats made it out under their own outboard power, while *Ripple* was sculled out. Andy Abrahams decided at this point that *Boy Bill*, his lightweight double-ender, was not really up to the conditions and decided not to start.



Launching from the Hard, Tollesbury

12 boats headed to the start line, but *Amazing Grace*, another lightweight boat, found the conditions difficult to cope with, and ended up being taken down Old Hall Creek by the tide and wind. Luckily some spectators on shore saw she was in difficulty and phoned Mike McCarthy who headed down in *Tempus* to pull her off the mud.

The race started on time at 1430, with eleven boats, but gear failure saw the Tideway *Maymorn* retire with a broken boom soon after the start. She was sporting new sails, and the old spar could not cope with the wind pressure. *Happy Days* was the last boat to drop out, with a broken rudder, soon after rounding the third buoy. The Sailing Club rescue boat was on hand to tow both boats to safety.

There was some close racing in the early stages, but by the furthest mark at the east end of Great Cob Island the smack boat *Neva* had a commanding lead over *Fidget*, the only winkle brig in the race. They were followed by *Knot* and *Papa Stour*.

Last smacks boat home was *Demeter*, a commendable effort by George Hutley who had never raced before.

Last boat over the line was a lovely varnished clinker built Tideway, *Julep*, on her first sail of the season. Having been stored ashore for the last five years, she pumped all the way round, and was awarded a bucket as a special prize.

The weather improved steadily throughout the day, as shown in the account over the page of *AWOL's* race, penned by Clive Robertson.



*Demeter* and *Fidget*

*Sailing single-handed, I was on the edge of needing to reef, having only one person's ballast, that being me. So one reef was set before the race start, then shaken out, then set again, and our one minute gun was fired. Being the only single-handed boat, and therefore the only one with a reef in, I decided to start on a 'long' port tack, while everyone else crossed the flood stream on starboard. A risk strategy can pay off if you're the most disadvantaged. We were plugging against wind and tide. I had no timer, so began counting from 60. When we started, it was immediately clear I should have gone for starboard. Three minutes later the wind dropped a little and I had to head up and shake out the reef, by this time the fleet was rounding the first mark, a quarter of a mile ahead, I had a lot of work to do, now being 12th. Two and a half hours later, through a long complicated course, I had tried every trick in the book. The centreplate up downwind and minimal rudder to reduce drag, I put all the weight in the boat forward to reduce the transom drag, and stayed in as shallow water as possible against a strong flood tide, the deep water carrying me back. A final placing of 4th wasn't the result I was looking for, but good enough for the first race of the season.*

AWOL raced single-handed by Clive Robertson  
photo: Alison Cable



At the end of the race, with the sun shining, everyone retired to the Tollesbury Sailing Club for a well earned drink in the bar before heading up to the Kings Head for supper and the prize giving by Robert Hill, East Coast President. The hog roast and bowls of hot chilli were very welcome, as the north easterly wind kept the air cold despite the sun!

## Results

### *Smacks boats*

1st *Neva*, 2nd *Knot*, 3rd *Papa Stour*

### *Other boats*

1st *Fidget*

### *Seamanship*

*Tempus* for rescuing *Amazing Grace*

### *Special prize*

*Julep*

The evening continued with the folk duo, Silbury Hill, entertaining the sailors, while much alcohol was consumed.

Next morning dawned overcast and grey, but it could not dampen the spirits of everyone who gathered at Tollesbury Sailing Club for a full English breakfast cooked by club members. Many thanks go out to the Club for their invaluable support for Saturday's race, and hosting this event for the East Coast OGA.

Hopefully the Rally will become a regular fixture in the East Coast calendar!

### PTK's dinghy tips: no. 2 Anchoring off on a rising tide

This method to anchoring off on a rising tide prevents the need to go wading back to the boat, or more importantly, prevents the dinghy constantly bumping up the beach with the rising tide and yards of line and anchors all over the beach to fall over. Just words for this one!

Tie a long floating line onto the dinghy anchor, anchor the boat off by throwing the anchor and shoving the boat while holding the long line, walk ashore with long and drop it on the beach somewhere near HW line make sure the bitter end has a weight on it to stop the incoming tide sweeping weed into it which will then put it into the tide line, particularly important when going to the pub for a session which means coming back after HW! When needing the boat just pull on the long line a 'hey presto!' in she comes. The long line needs to be tied onto a point on the anchor which will pull it out of the mud, particularly important when using a big yacht type size dinghy anchor!

### Anchoring off on a falling tide

This prevents the need to constantly be moving the boat down the beach or worse, not doing enough so it needs carrying, and Smack boats are heavy!! Follow Photo sequence Steps 1-7 . . .



Step 1. Flake the anchor chain onto the gunwale with the anchor positioned such that it only just wants to stay with the boat.

Shackle the long line in Step 2 onto the anchor.



Step 2: Shove the boat out as far as you can, this takes some practice.



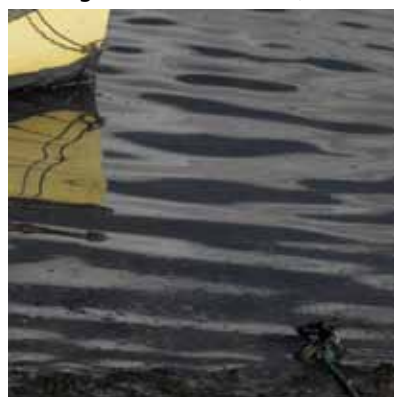
Step 3: Tug the line (if you have held onto it letting it gently run through your fingers, while waiting for the moment, if you didn't hold on to it then go wading after the bonfire!)



Step 4; Stand back, admire and go to the bonfire!!



Step 5: Detail of line and tail anchor, if the tide is going out not all this rope is needed.



Step 6: Shows anchor being eased out as in the Step 2.



Step 7: Shows carabina for easy removal of spare anchor. Yes OK 'spare anchor' in a smackboat.

*While our dinghies are great fun, it is time to remember that we have big boats too! Many of our events this year look across the North Sea to the Netherlands, but one boat that competed in the first ever East Coast Race has gone even further, and is now to be found sailing in Lake Maggiore, Italy, rather than Tollesbury!*

## **Star, a far-travelling gaffer**

by Paulo Sivelli and Julian Cable

*Star* was designed and built by Edward Wade in 1907 as auxiliary gaff cutter. The E. Wade & Co. shipyard in St Helens, Isle of Wight, had specialized in the construction of launches, steamers and small cutters and was a supplier to the Royal Navy and the RNLI.

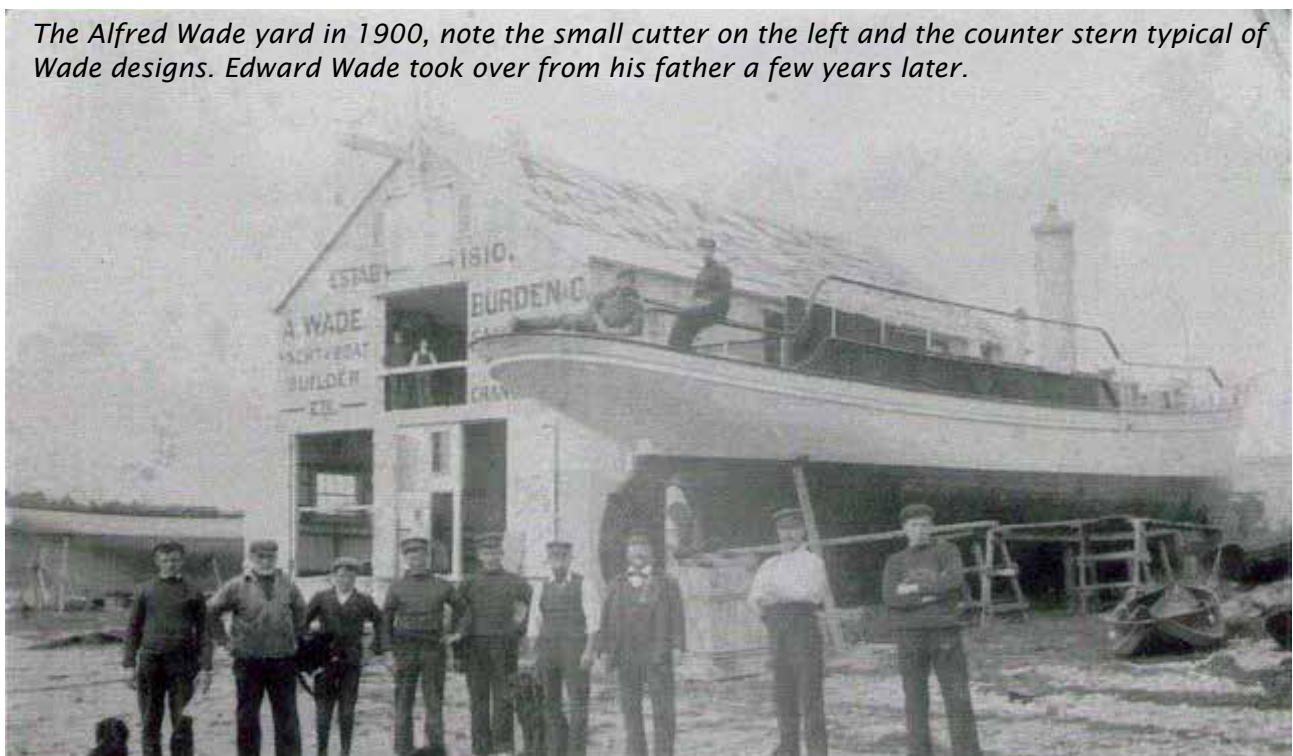
*Star's* first owner was the Royal Naval College, when it was based at Osborne House, IoW. They used her as a sail training vessel until 1921. The deck was most likely originally open, with a large cockpit. The future kings Edward VIII and George VI and Prince George, Duke of Kent were all cadets at Osborne during this period and probably trained on *Star*. In 1921, the college was moved to Dartmouth. *Star* remained on the RN register until 1925 but was sold locally on the IoW.

In 1925 she entered Lloyd's Register of Yachts as owned by Mr. Martin H. Ellis. She is believed to have had a small refit back at Wade's. She was to stay on the island until 1939 when she was sold to Mr. F. Stanley Lewis of Fambridge. The Essex rivers clearly agreed with her and at various times she was kept at Tollesbury, Maldon and West Mersea. She had a major refit in 1955 at William King's yard in Burnham.

Dr Margaret 'Pat' Miller of Tollesbury bought her in 1957 and raced her in the first East Coast Old Gaffers race in 1963. *Star* is described in the race notes as a 26' cutter, with white and red sails, and white topsides, flying a green flag with a white star. Of the 30 boats that started the race only seven completed the course, and *Star* was one of those that retired.

Far from being put off by the experience, the same owner raced her every year to 1969, winning the 'Cup for Trying' in 1968. The 'Cup for Trying' was awarded annually to the boat with the best aggregate performance in current and previous races and not winning a prize in any of the races.

L.A Vincent of Tolleshunt D'Arcy bought her in 1970-1. He gave her a thorough refit and she continued racing under his ownership until at least 1974.



*The Alfred Wade yard in 1900, note the small cutter on the left and the counter stern typical of Wade designs. Edward Wade took over from his father a few years later.*

A 1981 survey for the then owner John Thorne describes her as a 'well constructed yacht and in a basically sound condition for her age'.

But sometime after that she was bought afloat but leaking and left ashore, with hope of repairs that never happened. In 1986, she was found by Christopher Fittock who wanted a boat ready to sail, but fell in love with *Star*, who needed a little more attention.

Handy, but inexperienced in boat building, it took him six years to get her afloat. He rebuilt the stern and stem post, replaced the deck, 30% of the planks and 70% of the elm keel. The Stuart Turner engine was replaced with a new Dolphine two stroke.

Re-launched at the Downs Road Boatyard she was meant to be rigged but the owner went to sea on a tall ship, married and moved to Lancashire. Eventually he brought her up to Morecambe Bay but increasing family commitments rendered her sale essential.

The last maintenance work in England was made at the David Moss shipyard in Skippool in 2005. Back in the East Coast hands of Colin Francis of Maldon, by October 2006 she was back down at West Mersea and reviewed in Classic Boat Magazine.

Dr Michele Ivaldi bought her in 2007 and brought her to the Costantini brother's yard on Lake Maggiore, Italy for a long and difficult restoration.

She was re-launched on the shores of Lake Maggiore on June 16, 2012 and nominated for the Classic Boat Restoration of the Year (under 40ft, Europe) awards in 2013.

Now owned by Paolo Sivelli, last year she made a triumphant appearance at the Verbano Classics, not only winning the prize for the most 'technical and historical interest', but winning Sunday's race on corrected time.

For 2014 the rudder and steering will be improved. This summer *Star* will participate in the Panerai Regatta Circuit in Italy and France. *Star* is clearly in good hands.

Illustrations on this page show *Star* in 1966, from an early East Coast OGA flier, and today, sailing in Italy.

Visit the new OGA Boat register, check out your log in details, and browse the boats, including *Star*.

[www.oga.org.uk/register-home](http://www.oga.org.uk/register-home)

Old Gaffers Association





## Upcoming events

The calendar for the summer is crammed full of sailing events, starting with the Crouch Rally on the second May Bank Holiday, 24 May. There are events every fortnight in June, and then every weekend in July! There is something for everyone here, whether you want to race in large or small boats, sail in company, or just come along for one of the meals to socialise.

We are able to run so many events due to the hard work of the voluntary organisers, so make sure you fill in and send off the entry/registration forms so they have an idea of numbers attending. It makes their lives much easier! Up-to-date details for all events are on the East Coast website:

[www.eastcoastoldgaffers.co.uk/events](http://www.eastcoastoldgaffers.co.uk/events)

### Crouch Rally: 24 - 25 May

The format has changed slightly for this year, with the rally starting at North Fambridge Yacht Club on Saturday 24 May with a DIY BBQ. Bring your own meat but the salad etc. will be supplied by the organisers. The balcony at the Yacht Club is a lovely place to barbecue and chat!

On Sunday 25 May there will be a race to Burnham, where the boats can pick up a mooring and take the launch to the Royal Corinthian Yacht Club where a meal will be provided. The launch will run late, so much beer is forecast to be drunk!

Boats will depart for home on Monday 26 May. Mick King, the organiser, would like to know if you intend to come, as meals and moorings need to be booked. The entry form is on the website.

[www.eastcoastoldgaffers.co.uk/events/oga-crouch-rally-2014](http://www.eastcoastoldgaffers.co.uk/events/oga-crouch-rally-2014)

### Chatham Rally: 14 - 15 June

It has been a while since the Gaffers got together on the Medway. Plans include a visit to the Chatham boat yard, but please get in touch with the organiser, Yvonne Mitchell, for more details as she is trying to establish levels of interest before making meal booking etc.

**Phone Yvonne Mitchell: 07411 326686**

### Mistley Rally: 28 - 29 June

This replaces the Holbrook Rally, which has been the victim of bad weather for the last few years. Details are not yet available, so keep a watch on the website, but since it is being organised by Pete the Knife, it is certain to include a barbecue on Wrabness Beach as well as a trip to Mistley. It is for both large and small boats, so we're looking forward to it!



## East Coast Race: 4 - 6 July

The 51st East Coast Race will take place on the first Saturday in July. Last year we had nearly 60 boats on the line for the 50th Anniversary race, and it would be great to attract the same number of entries this year. As usual there will be a seafood lunch on Packing Shed Island in Mersea Harbour on Friday, so why not stop by there during the passage to Brightlingsea!

On Sunday there will be a Parade of Sail up the river Colne to Wivenhoe for a hog roast at the Sailing Club, which will test the depth gages of the larger boats, while Class 3 boats race past them for their event.



*Packing Shed seafood lunch, 2013*

Entry forms are on the website, so please get them back to Clare as soon as you can!

[www.eastcoastoldgaffers.co.uk/events/oga-east-coast-race-2014](http://www.eastcoastoldgaffers.co.uk/events/oga-east-coast-race-2014)

## A Norfolk Gathering with the Trailer Section: 4 - 6 July

The same weekend sees an OGA Trailer Section event in our area, with a 'raid' on the Norfolk Broads. This long weekend of sailing on the northern Norfolk Boards starts on 4 July and is based on the Bureside Holiday Park at Oby, near Thurne, Norfolk. There is a launching ramp there into a dyke which runs into the River Bure close to Thurne Mouth. Further details of the planned programme, costs, camping and catering arrangements are available on the website.

[www.eastcoastoldgaffers.co.uk/events/norfolk-gathering-oga-trailer-section](http://www.eastcoastoldgaffers.co.uk/events/norfolk-gathering-oga-trailer-section)

It is hoped that trailer sailers who attend the Norfolk event will be inspired to stay all week and join with the East Coast small boats at the Walton and Frinton Yacht Club the following weekend.

## Swallows and Amazons: 12- 13 July

This is a regular fixture in the event calendar, although the dates can vary widely! It is mainly for small boats who race around the Walton Backwaters in true Swallows and Amazons style, with camping available close to the Walton and Frinton Yacht Club.

There are a number of prizes on offer for the race, including the Little Gaffer trophy, that can go to the smallest boat, or the smallest child!

Larger 'mother ships' are welcome too, with moorings available in the Walton Channel or Titchmarsh Marina. Watch the website, as there are rumours of picnics on Horsey Island too.



*Swallows and Amazons, Alison Cable*

[www.eastcoastoldgaffers.co.uk/events/oga-swallows-and-amazons-2014](http://www.eastcoastoldgaffers.co.uk/events/oga-swallows-and-amazons-2014)

## Southwold Rally: 19 - 20 July

This should follow the same format as in previous years, with racing round a triangular course in front of Southwold Pier for large boats on the Saturday, then a trip under the bailey bridge and up to Blyth in small boats on Sunday. This is an interesting adventure as it is a trip that is rarely undertaken!

There is camping available behind the Southwold Yacht Club who hosts the event. There may be a quiz on the Saturday night, and there will certainly be alcohol, as the club always lays in a good supply of the local Adnams beer for the event!



Southwold Rally, 2010, Beverley Daley-Yates

Keep an eye on the website for details and booking forms:  
[www.eastcoastoldgaffers.co.uk/events/oga-southwold-rally-2014](http://www.eastcoastoldgaffers.co.uk/events/oga-southwold-rally-2014)

## Netherland OGA Cross Country Tour 25 July - 10 August

The Dutch OGA joined in last year's OGA50 with great enthusiasm, and were inspired to celebrate their own 10th anniversary in similar style. All OGA boats are invited to join in as they traverse the canals, with masts up, stopping off in Amsterdam on the way to the IJsselmeer. You need to register your interest with organiser Rik Janssen, and the OGA website is the best way to do this.

[www.oga.org.uk/article/oga-nl-cross-country-tour](http://www.oga.org.uk/article/oga-nl-cross-country-tour)

For those without Internet access, Pete Thomas of *Transcur* has all the up-to-date information, and will be happy to hear from you.

**Phone Pete Thomas: 01473 832808**

## Backstay

The recent news that Robin Patmore of *Great Days* died on 25 March saddened all his friends. Over 200 people attended his funeral in South Hanningfield where he had lived nearly all his life, and there were appropriately sailing themed reading throughout the service. He will be greatly missed at OGA events, where his calm good humour and welcoming attitude made him a favourite. Robin's wife Helen shared his commitment to old wooden boats and we look forward to seeing her in the future.



I am heading north up the east coast in *Robinetta* this year, hoping to end up on the West Coast of Scotland, so will be at very few of the events. This makes it even more important than usual that I get contributions and reports from other people, or the August and November Eastcoasters will be very short! Can you please write about your boats, or events you have attended, and send your submissions to me? Don't worry about submission dates, just write and send them straight after the event!

If they arrive by mid July they will be in the August edition, which is the 100th issue of the Newsletter. It would be great to get some historical musings too. Did you get a copy of issue 1? Do you still have it? How about issue no. 50? I believe that Jon Wainwright founded Eastcoaster, so items about him would also be appropriate. I look forward to hearing from you all!

Alison Cable, editor, Eastcoaster  
[alison.cable@virgin.net](mailto:alison.cable@virgin.net) or by post to  
**146, Stortford Hall Park, Bishops Stortford, Herts, CM23 5AP**

## For sale

### Storm

26' Bawley, built 1910 by Bundock Brothers, Leigh-on-Sea. Much loved boat of David and Alison Cade, twice owned by Maurice Griffiths.

Listed in June 2013 Classic Boat in top 250 Hall of Fame. Sadly for sale for family reasons.

Phone: 01952 812525

Price: £4,950



### Elfreda

Designed by Robert Clark, 1945, built by Carnell Bros, Maylandsea 1949. Carvel teak hull, fibreglassed ply deck (no leaks). Afromosa cabin sides. 6ft headroom with 2 berths + 1 Pilot berth. Mainsail 3 yrs old, jib & genoa on Sailspar Roller Reefing System. Sprayhood & Autohelm 4000. S/L Electric Windlass. Furno G.P.S. Force 10 Gas Heater - Taylor Cooker. ALL in good working order. Dolphin 16 H.P. Petrol Engine New late 90's with Gearbox - 2/3 (0.6) Gallon per hour.

REDUCED FOR QUICK SALE

Contact: Mike McCarthy

Phone: 07710 970728 or 01277 623833

Email: [elfredaoga@hotmail.co.uk](mailto:elfredaoga@hotmail.co.uk)

Price: £ 9,000 o.n.o



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Tollesbury Rally, 2014, Beverley Daley-Yates