

# OGA

## EAST COAST GAFFERS

# EASTCOASTER

Newsletter of the East Coast OGA



*'Cachalot' in Harwich Harbour, SYH Regatta, 2022 Photo: Josh Masters*

This is the second 'digest' of EASTCOASTER since I took over as Editor. I do hope those of you with Internet access are enjoying the articles on the blog and the email newsletters.

The OGA60 Round Britain Cruise starts at Ramsgate this weekend, 28 April - 1 May. I'm sure everyone will join me in wishing all the participating boats 'fair winds' as they depart. We look forward to welcoming them back on the East Coast, as hosts of the Anniversary Jubilee Party in August. Make sure you book your tickets, whether you're coming by boat, trailing a small boat or arriving by train/campervan. I hear from the organisers that some popular events are already selling out . . .

This issue contains copies of some articles from the blog as well as notices about summer events.

### IN THIS ISSUE

- Forthcoming events
- On the slipway
- Featured boats
- Teamac Marine
- Single-handed cycling
- Where was 'Cachalot'?
- A plea for 'Mollie'
- Annual Dinner, 2023
- An invitation to Arnside
- 'Sailing by' & OGA60

# Summer events & OGA60

Keep an eye on the website for up to date information  
[www.oga.org.uk/areas/east\\_coast/east\\_coast\\_events.html](http://www.oga.org.uk/areas/east_coast/east_coast_events.html)

## Deben YC/OGA Classic & Spirit of Tradition series

[www.eastcoastgaffers.org.uk/dyc-classic-race-series-2023/](http://www.eastcoastgaffers.org.uk/dyc-classic-race-series-2023/)

**Saturday 6 May** Start 11:40 – King Charles III Coronation

**Sunday 18 June** Start 11:10 – Woodbridge Town Regatta

**Sunday 20 August** Start 12:55 – Deben Yacht Club Regatta

**Sunday 15 October** Start 11:10

## 20 - 21 May: Tollesbury open boats weekend

Our first 'small boats' event of the season!

## 27 - 28 May: Walton Rally & Pennyhole Bay Race

Save the date for a weekend based in the Walton Backwaters.

## 3 - 4 June: Swallows and Amazons Rally

Our premier open boat event! Join us at Walton & Frinton YC to race around the Island, and explore the Backwaters.

## BOOK ONLINE FOR OGA60 EVENTS AND CRUISE

[www.oga.org.uk/oga60/jubilee\\_party\\_and\\_cruise.html](http://www.oga.org.uk/oga60/jubilee_party_and_cruise.html)

## 3 - 6 August

### OGA60 Jubilee Party based at Ipswich & Levington

The East Coast OGA are hosting the big celebration for our Diamond Jubilee to coincide with the end of the Round Britain Challenge. Book now to ensure your place!

## Sunday 6 August: East Coast OGA Annual Race

Racing will take place in Pennyhole Bay. Prizes will be plentiful as we have some generous sponsors for the event!

## 7 - 12 August: OGA EC Summer Cruise

Plans include heading into Walton Backwaters for a beach barbecue, passage race to West Mersea Island, gafferteering on the River Blackwater, cruising south to the River Swale or Medway, locking into the Marina in Chatham Dockyard for a gin distillery tour and final dinner.

## 23 - 24 September: Dinghies at Slaughden SC

Watch out for more details and booking information, but put the date in your sailing diary now!



## Calling for volunteers!

Your Jubilee Party Committee has been working very hard to get everything ready for the Jubilee Party in August, 2023. We are seeking extra volunteers to help during the event.

Could you lend a hand to make the event run smoothly?

We need people to welcome visiting boats as they arrive in Ipswich, set up tables for the various activities ashore, help with Registration for the Party, Annual Race and Cruise . . . If you would like to help out for an hour or two please let us know and we can explain all the opportunities open to you as a volunteer: helper and match people to the jobs!

Contact Clare Thomas  
for more information about  
Volunteering for OGA60:

[clare.thomas@btinternet.com](mailto:clare.thomas@btinternet.com)

## Richard Giles retires

Richard has been a stalwart member of the East Coast OGA Committee for more years than many can remember. He kept an eye on calendar events across the Area, held a key role in organising/running the Annual East Coast Race as well as looking after the website and other communications.

In recognition of this sterling service, the Committee commissioned a painting by local East Coast Gaffer and Marine Illustrator, Claudia Myatt. The framed painting depicts Richard racing off Brightlingsea. Area President, Robert Hill, presented the painting to Richard in April, 2023.



## For Sale

**Spruce spar**, 9' 6" long, 3.5" diameter tapers to 2" at ends.

Fittings for use as staysail boom.

Excellent condition: £75

**Mahogany skylight**, 32" x 26".

Very good condition: £185

**Suzuki 2hp two stroke** outboard.

Excellent condition: £140

**Pair of mahogany doors**

inc. stop chamfers, 60" x 21": £95

**Please call David Skinner: 07740 636158**





*'Suffling' sailing at Tollesbury, 2022 Photo Sandy Miller*

## East Coast 'Gaffling' dinghies for hire

These have been built by teams of East Coast OGA members led by Pete Thomas 'Suffling' and Pete 'the knife' Elliston 'Essling'. Both boats are available for hire. The process for hire is quite painless, fill in a form, pay the fee (starting at only £10 for a day) and arrange collection.

The dinghy has a trailer, so you'll just need to bring a numberplate for the lightboard.

## On the slipway

*East Coast Gaffer, Ian Clarke, will be bringing us regular reports for EASTCOASTER on interesting restoration and rebuild projects. In this first article he meets Tom Curtis at Pin Mill on the River Orwell.*

On a raw early March morning, I went to look at the work going on in Tom Curtis' sheds at Pin Mil on the River Orwell. Tom is a young boatbuilder, who spent much of his training at the Pioneer Trust at Brightlingsea. Over the last couple of years he has been building wooden smacks boats, the third of which is almost complete (see photo overleaf). These are beautifully constructed craft and the latest is one plank lower, which tends to emphasise the sheer to a greater extent. She is planked in khaya mahogany on an oak and iroko backbone. Tom is keen to build more in the future.

Visit the blog:

[www.eastcoastgaffers.org.uk](http://www.eastcoastgaffers.org.uk)

EASTCOASTER archives:

[www.oga.org.uk/areas/east\\_coast/eastcoaster.html](http://www.oga.org.uk/areas/east_coast/eastcoaster.html)

Send contributions to the Editor by email:

[eastcoaster@oga.org.uk](mailto:eastcoaster@oga.org.uk)

Contact Pete Thomas for more information about the Gafflings:

[p.m.thomas@talk21.com](mailto:p.m.thomas@talk21.com)

Contact Ian Clarke about interesting East Coast restoration or rebuild projects  
[binnacledesign@hotmail.co.uk](mailto:binnacledesign@hotmail.co.uk)

Visit Tom Curtis' website for more information:

[www.tomcurtisboatbuilding.com/smacks-boat](http://www.tomcurtisboatbuilding.com/smacks-boat)



Also in his shed is the oyster smack 'Fairy' MN1 and as can be seen from the photograph below, she will be very much a new boat when completed. One of the issues I asked Tom is about timber suppliers. He said this can be a problem, particularly getting timber at the right time and sometimes he had complete trunks, rather than that required for the current project.

Tom has been working with Shaun White at St Oysth on the restoration of 'Shamrock', CK200, a 45ft Aldous oyster smack. Alongside his sheds is the smack 'Hyacinth', which Tom maintains for the owner but gets to sail her too. Inside his shed was a very early Brian Kennell 12' GRP smacks boat, tender to 'Hyacinth', now

having a restoration. Another interesting craft is a 12' Norwegian sailing dinghy Tom has had for many years. There was even a Mersea Duck Punt having it's bottom painted.

Away from the Pin Mill yard, Tom has continued the rebuilding of the clinker bawley 'Lilian' and also an East Coast Gaffers favourite, 'Deva', the Crossfields of Arnside prawner, converted to a yacht and raced for many years by the late Jon Wainwright. Out on the pontoon was the bawley 'Saxonia' which Tom has been restoring. I had an invite from the owner to look over her, but the tide was so high access onto the pontoon was impossible.

*Words and pictures: Ian Clarke*



## EC OGA featured boats

*An East Coast boat is featured each month on the East Coast Gaffers Facebook page and EASTCOASTER blog. If you can, take a look at the additional tales and pictures online. In March, we featured the smack 'Alberta'. April sees the 'start' of the OGA60 Round Britain Challenge and boats taking part will be featured until the East Coast Jubilee Party in August. Do contact the Editor if you have a nomination for a boat to be featured later this year.*



### **Aldous smack 'Alberta', West Mersea**

*Quite the talked about smack on the East Coast due to her cleaning up the cups in most races – but what do you know about her? Elly Rule gives us some background with photos by Seamus Masters.*

'Alberta' was originally built by Aldous in Brightlingsea back in 1885 where she was given her registration number of CK318. She's one of the bigger smacks at 45ft. She was a regular user of the Smack Dock when she was owned by one of the trustees of the Colne Smack Preservation Society. A tough day came when he decided to hang up his dredges and cast them over to new custodians – Barry and Dan Tester who were based in Faversham at Hollowshore.

Having completed a few successful smaller smack rebuilds, they decided to turn their attention to the wonderful 'Alberta' back in 2002. After a two year rebuild, she came out of the shed in all her glory and went on to win various races throughout events based around the East Coast. Then a new owner came along, no stranger to smacks as he already owned the beautiful Hall smack 'Kate', CK52. With the chance to own a larger seafaring smack and the opportunity encourage others to sail on 'Alberta', a young crew was formed and now both smacks race alongside, although very much competitively, against each other.

'Alberta' is based in West Mersea and is a regular attendee at not only East Coast events but she has been taken further offshore to take part in the Round the Isle of Wight Race on the South Coast, Cowes Classics and in 2019 the Falmouth Classics, crewed by many Mersea sailors.



'Alberta' invites experienced and novice sailors aboard and the crew are keen to give the chance to those who wouldn't have had the opportunity otherwise to sail a gaff rigged boat. The owner is an active smack enthusiast with plenty of maintenance to keep him busy and with plenty of help from the young crew, having two just makes more the merrier . . . doesn't it?

*Words: Elly Rule*

*Photos: Seamus Masters*

### **East Coast boats taking part in the OGA60 Round Britain Cruise**

'Barbarossa', built 1976, 49' gaff ketch, home port Benfleet

'Bonita', built 1888, 35' gaff yawl, home port Harty Ferry

'Cygnet of London', built 1906, 40' gaff yawl, home port Fambridge

'Lahloo', built 2012, 26' gaff cutter, home port West Mersea

'Mutual Friend', built 1983, gaff cutter, home port West Mersea

'Onward of Ito', built 1923, gaff cutter, home port Greenwich

### **Crossfields yacht, 'Bonita', Fambridge**

*In April, we're featuring the oldest boat in the OGA fleet, sailed by our Association President's family for four generations. The Crossfield-built 'Bonita' took part in the OGA50 Round Britain Challenge and will be departing Ramsgate this weekend for the OGA60 Cruise.*

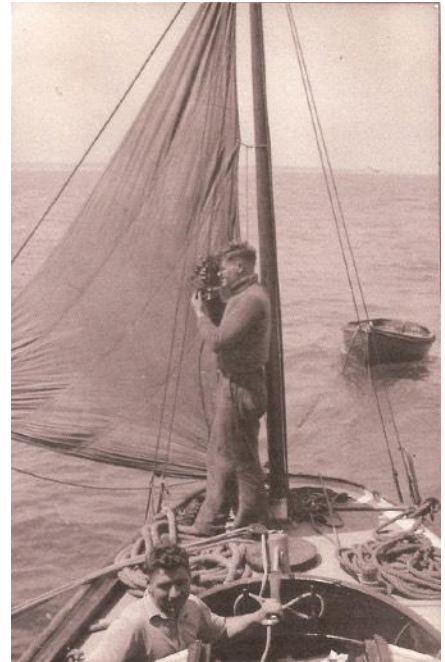
'Bonita' has been an active member of the OGA fleet since the very early days in the 1960s. The Dutch and East Coast OGA areas have always had close ties and she joined the OGA's first formal event held in Holland, the Heineken Rally of 1974.

'Bonita' has been in the Beckett family for more than half of her long life. Mike's father, Allan Beckett, purchased 'Bonita' in 1936. 'Bonita' is 35 feet long, weighs 9 tons and was built by Crossfields at Arnside in 1888.

Most boats surviving from those days are old fishing boats, but 'Bonita' was built as a yacht. She is a very elegant old lady, but there are few luxuries when living aboard. She has been in the Beckett family for over 80 years so we know a fair bit about her maintenance – what has and what hasn't been done. She is largely original, and unlike many old boats she has never been rebuilt. She seems sound but is definitely old.

From 1937 to 1965 'Bonita' was based at Erith Yacht Club spending the winters in a mud berth dug into the saltings and summers on a swinging mooring. In 1937 there's a photo of her up on the scrubbing dock with the EYC club ship 'Garson I', a converted Thames barge behind. She has clearly just been painted, no doubt the reason for the photo. The smart paint wouldn't have lasted very long, after a week or two on her mooring the topsides would have been smeared with oil.

Yachting clothing has undergone dramatic changes. Dad's pre-war sailing outfit is shown in the photo. By the time the war had finished he had smartened up a bit and was sailing in his demob suit but by 1960, nothing much had changed in terms of clothing, unlike sails.



*Allan and Ted on 'Bonita' c.1938*

Follow 'Bonita' on her blog as she sails round Britain:

[www.bonitayawl.blogspot.com](http://www.bonitayawl.blogspot.com)



*'Bonita' on the scrubbing dock, Erith YC 1937*



'Bonita' got her first terylene suit of sails in 1964. If stowed away wet the cotton sails would go mouldy, a constant concern. As was blowing the sails out. I remember we spent more than one Saturday evening at anchor hand stitching repairs so that we could sail home on Sunday.

In preparation for the OGA50 Round Britain Challenge, I decided to have work done to strengthen the hull. The planks were fastened to the frames mostly with iron nails. The boat seemed strong enough and didn't leak, but I knew that a few of the nails were not holding properly. The rest seemed OK as far as anyone could tell but they were all just as old.

Most wooden boats get refastened before they get to their second century: it would have to be done one day. So I decided to get her refastened by the proper shipwrights in Alan Staley's yard in Faversham. Hundreds of bronze screws were driven in next to the iron fastenings. I had wondered about doing the job myself, but when I visited the yard and found four people working on her at once I realised that it would have taken me an awful lot of weekends.

*Mike Beckett*

Follow 'Bonita' on her blog and find out more about her story:  
[www.bonitayawl.blogspot.com](http://www.bonitayawl.blogspot.com)



*'Bonita' took part in OGA RBC 2013*



*'Bonita' sails off the west coast of Scotland, 2013 Photo: Edgar Wagemakers*

# Introducing our OGA60 sponsors: Teamac Marine

*Teal & Mackrill Limited are sponsors to the OGA60 Jubilee Party on the East Coast in August, 2023. Read on for some background about the company and their products with pictures of recent restorations utilising Teamac Paints.*

Teal and Mackrill have over 100 years' experience manufacturing and supplying marine paints, they combine this experience with modern materials and technology, developing paints that are long lasting, easy to use and have the exceptional finish that Teamac Marine's reputation has been built on. Teal and Mackrill was founded in 1908 to supply high quality 'oils, varnishes and compositions'. Like most companies at this time their customers were from a radius of about 20 miles. Located in the port city of Hull demand for Teal & Mackrill's marine coatings grew and before long over half the business's turnover came from the various Hull docks. Vessels including fishing boats, freighters, leisure craft and even seaplanes. Word spread within the fishing community and Teal & Mackrill's 'Tough, tried and tested paints' began to be sold as far away as the Orkney Isles.

Customers shortened their name to Teamac and it stuck, the Teamac Marine brand and range of products were developed to focus on fishing, working boats and leisure vessels. During the second world war Hull's modern fishing fleet and ports were commandeered by the Royal Navy and predominantly used for minesweeping. It's safe to assume that Teal & Mackrill's paints contributed to the war effort. When Hull's fishing industry went into decline in the 1960s & '70s the company

Visit Teamac Marine online:  
[www.teamac.co.uk/](http://www.teamac.co.uk/)

Words and images:  
Teamac Marine



'Kathleen' leaving NEMT



'Kathleen' awaiting launch



extended both its geographical reach and modified the product range to focus on leisure and working vessels. The company now supplies products from the Baltic in Europe to the Red Sea in the Gulf and is developing partnerships further afield.

Manufacturing takes place in Hull on a site occupied since 1913, however much of it would be unrecognizable to the original Mr Teal & Mr Mackrill. The company is now a third-generation family-owned business that continues to invest and improve. The factory was extended substantially in 2015 and a policy of continually updating process equipment allows paint to be manufactured to the highest standards. Teamac's mission statement reflects their ambitions, stating that they will become a major supplier of marine and specialist paints internationally. There is now a separate European company to facilitate supply into the EU and a dedicated export team. The team of people working at Teamac come from a diverse range of backgrounds,

trained chemists, colourists and engineers as well as experienced technical salespeople who understand their products and customers. What unites everyone at Teal & Mackrill are their shared values; trust, innovation, customer focus, professionalism, enthusiasm and people development.

Teal & Mackrill are proud to hold ISO 9001 (Quality) and ISO 14001 (Environmental). They gained ISO 45001 (Health and Safety management) in 2022. Their commitment to manufacturing sustainably was recognised with British Coatings Federations' Coatings Care Award-Best Overall performer. The range of marine paints includes deck paints, bilge paints, marine gloss finishes and primer undercoats. The antifouling range is very effective and designed in compliance with UK and EU biocidal product regulations. For the toughest environments Teamac Marine's high performance primers, glosses and varnishes are unbeatable. Innovative products like 'Galley Paint' and 'Marine Suregrip' are only available from Teamac Marine.



*'Venus' at Hartlepool*



'Venus', January 2022

## Single-handed cycling

*Well known East Coast Gaffer, Colin 'Plum' Stroud shares his experience of carrying a small bicycle on board to allow forays into the local area when moored at a marina.*

I started attending OGA events in my little lugsail dinghy in 1995, bought my Heard 23 gaffer 'Plum' in 1998 and am still sailing them today at OGA East Coast events. Throughout all those years, for over 90% of the time, I have sailed singlehanded. Another of my pleasures, when visiting a marina somewhere, is to go for a bicycle ride on my folding Brompton bike that I keep on board 'Plum'. Finding space to stow a bicycle on a small boat is a challenge but the super compact folded package of a Brompton bike that is, in my opinion, one of the best folding bikes to ride too, makes it perfect.

Yes, they are expensive, but with a bit of perseverance you will find a second hand one which, even though you will be very lucky to find one for under £500, will be a good investment as they are very durable and hold their value very well. Even my 35-year-old one is still performing well and will be snapped up if I ever want to sell it.



## Where was our boat 'Cachalot' in 1955?

*Your Eastcoaster Editor recently returned from a European road trip where she spent a couple of hours wandering the quaysides of Sète in the Mediterranean sunshine, trying to find where our boat 'Cachalot' may have moored in 1955. Built in 1898 at Folkestone, Kent, we know she cruised extensively during the 1950s. Our search in France was based on a photo from an article in 'Yachting Monthly', May 1956.*

Whilst researching the history of our boat, we came across an article in 'Yachting Monthly' written by her then owner, Edward Elwyn Nott-Bower. He describes his last voyage in 'Cachalot', departing Crosshaven near Cork Harbour, Ireland on 9 June, 1955 with his wife, Angela and their daughter Jill. Their passage took them down the coast of France to Bordeaux and then through the French canals to Sète, crossing to the Balearics and finally leaving her, laid up afloat, in Andraitx, Majorca.

*"Nearing Bordeaux on 28 June, we had now to face the problem of getting our mast down before entering the canal which would take us to Sète on the Mediterranean coast and we found the answer readily forthcoming at the most convenient place, about three miles short of Bordeaux. Here, on the starboard hand as you go up, is the headquarters of the Sport Nautique de la Gironde. Numerous yachts are moored here and a high steel girder landing stage is built out into the river. At slack tide, guided by the club's factotum, a very small agile and excitable Breton, we manoeuvred 'Cachalot' under the girders. All was ready except for knocking out the wedges which seemed to have been put in with glue. There was only one set of tools which the little man thought he could wield best on deck while I was convinced that the region of the cabin table would be the more fruitful field. Jill's diplomacy was fully stretched as her diary indicates:*

*'Give me the mallet, mam'selle.'*

*'My father is using it.'*

*'Mais ... gobble gobble gobble'*

*'Daddy, he says he must have the mallet.'*

*'Well, tell him he b— well can't have it.'*

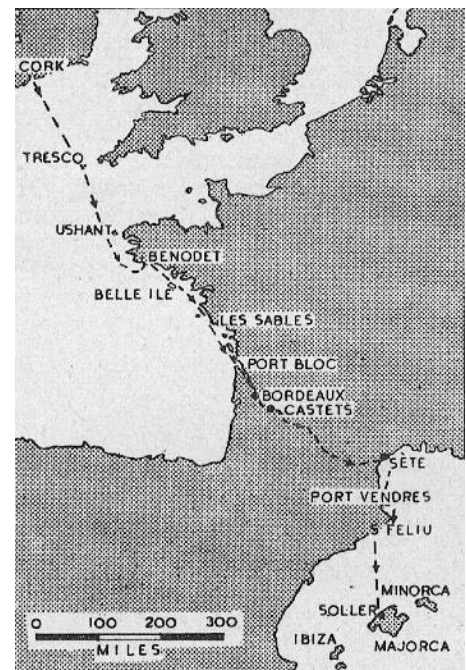
*'Bang, bang, bang'*

*'In a moment, monsieur. Would you like a cup of tea?'*

Find out more about  
'Cachalot' on her website:  
[www.cachalot.org.uk](http://www.cachalot.org.uk)

'Cachalot' is 125 years old this year! Look out for party invitations and come to see us at the OGA Jubilee Party.

Steve and Beverley Yates



Passage chart, EE Nott-Bower, 1955

*Eventually we had to withdraw and come again at slack tide next morning after the wedges had been completely pulverised.*

*As soon as the mast was secured on deck we started up river under power with the flood tide gathering strength, and were soon through Bordeaux and into the pleasant country beyond. The distance to the lock at Castets where the canal begins was about forty miles and we were doubtful whether we could make it on one tide. About half-way therefore we hailed a petrol barge which was about to pass us, and they very kindly took us in tow. It was lucky we took this precaution as two hours before we reached Castets a strong ebb tide set in which our engine could certainly never have stemmed. As it was, starting at 10am, we were in the first lock at 5pm.*

*The trip through the canal, which should have been eight days' pleasure, turned out to be ten days' purgatory. We struck the first heat-wave of the year and the temperature in the Midi during a heat-wave is ferocious. During the day, in order to keep alive at all, we stripped in turn and poured buckets of water over each other. The circulating water of the engine kept on getting blocked up with refuse from the locks, sending the temperature up even higher; the exhaust pipe, fatigued by the white heat and vibration, broke clean in half miles from anywhere, filling the ship with dense and dangerous fumes. The helmsman had to squat on deck with his head out over the quarter steering with one foot while the other two sat forward of the cabin top. Petrol barges with conspicuous notices saying 'Defense de fumer' kept us at a respectful distance.*

*At the hottest part of another day the holding-down bolts of the engine came loose and all the packing pieces fell into the inaccessible part of the bilges under the engine, the propeller shaft came off and its nuts and bolts and my spectacles followed the packing pieces. Most of this happened in a lock while two barges highly charged with 'empressement' were waiting to come in. The furious cries of the bargemen and the lock keepers and the plaintive explanations of Angela and Jill mingled with my own oaths and the intermittent screams of the engine as we pushed and pulled ourselves out. When I had recovered the pieces I gouged a large piece out of my thumb doing things up really tight . . . Jill was afflicted over all this period with a savage and persistent heat rash, and her wails of 'Epsom salts or I die' (when the Lord knew how one got Epsom salts on a French canal) added to the difficulties of rapid navigation . . . But enough. Such glimpses of scenery as I had were not without charm, the evenings and nights were pleasant and peaceful, and voice and guitar helped to heal the ravages of the day . . . Angela found a tree replete with ripe figs which she adores.*



Vieux Grément in Sète

*On 9 July we at last emerged from the canal into the Etang de Thau, and crossing this entered the main waterway through Sète, tying up to the quay after passing the last bridge. Sète is a town of great beauty and well worth a visit even though the sea can be reached more quickly by a branch canal which takes off soon after passing Carcassone and enters the Mediterranean farther west at the little port of La Nouvelle. A round jovial friendly Italian with a name like Riccardi and a vast fund of amusing anecdote, seems to do all the work for all the yachts in Sète. On the job he is a flash of lightning, but the difficulty is to get him corralled. He bounces along the quay every morning exchanging pleasantries with the yachtsmen and then suddenly disappears for the rest of the day. Somebody has pulled him in, put a fence round him, and got him down to a job. He got up our east for us the day after we arrived although it was a Sunday. He would bring the wedges, he said, that evening. But it was not till Tuesday that we cornered him and got the job finished. The Spanish Consulate sold us visas for Spain at 16s each, and a pump at the harbour entrance provided petrol for mariners at a very cheap rate; we took on board plenty of wine, fruit and eggs and sailed out into the Mediterranean at 1130 on 12 July.”*

Extract from ‘Seeking the Sun: how we took our old 8 ton cutter from Cork to Majorca in the summer of 1955’, E E Nott-Bower, ‘Yachting Monthly’, May 1956

After a helpful conversation with a local man, we were directed to the possible area of the town, and found a spot to park our campervan to continue our search on foot along the several waterways that make up the modern port. We’re fairly confident to have found, roughly, the quay where ‘Cachalot’ may have raised her mast nearly 70 years ago.



Traditional boats in Sète



*Alongside the quay at Sète, preparing to step the mast, 1955 Photo: EE Nott-Bower*



*Was this where 'Cachalot' moored in July 1955?*

*Words and modern photos: Beverley Yates*

*Archive photos: E E Nott-Bower, Yachting Monthly*



## A plea to save 'Mollie'

I had heard rumours of a bawley in a shed, stored for many years here locally close to the Walton Backwaters, and started asking around, eventually making contact with the owner via an International Canoe sailor at the Walton & Frinton Yacht Club. The bawley concerned is 'Mollie', built by Cann at Harwich in 1890 ish. She is a big bawley too at 41' on deck, 14' beam, and very shallow for her size at 4' 6".

'Mollie' has been in a shed for over 10 years, previously being at Wivenhoe. She was lifted from there and taken to St Oysth, but only a few weeks later was taken to her current location. Rob, the owner, built a shed over her, and there she has stayed. 'Mollie' is quite complete, with all the spars, including the top mast, sails and even a replacement engine. By standing on deck you can see the exquisite shape. Rob is in no hurry, but would like to see her go to a good home, but the initial difficulty will be getting her out of the shed and rolled to a garden wall by the road.

I think an army of 20 volunteers would be needed for a morning, including clearing around and inside her hull, then a twenty ton crane to lift her over, quite likely meaning a road closure for a couple of hours. If somebody or a group did take her on, she would need a complete rebuild. 'Mollie' has 1.5" thick pitch pine with obvious nail sickness, a couple of short lengths have been removed and at least one plank sprung away.

Rob is in no hurry, he doesn't want money for her, but if nobody expresses an interest at some stage he would have to cut her up.

*Words & photos: Ian Clarke*

*Ian Clarke calls on the EC Gaffers and wider community.*

Does anybody have any good ideas on how to save her? One of the Trusts, a saviour with very deep pockets, a boatbuilding school? Contact Ian by email: [binnacledesign@hotmail.co.uk](mailto:binnacledesign@hotmail.co.uk)



# East Coast Area Annual Dinner, 2023

*The 60th anniversary edition of the East Coast Area Annual Dinner took place on Saturday 1, April 2023 at the Royal Burnham Yacht Club.*

It's always a good "do", there's no doubt about it. Perhaps it's the personal touch with Trevor and Elaine Rawlinson involved every step of the way. From OGA bunting over the bar and personalised place mats, to gaffer flags in the rafters of the grand dining room and Elaine's pretty table decorations, the Royal Burnham Yacht Club really looked the part.

Even the Gaffers themselves scrubbed up pretty well for the occasion, having travelled from most points of the compass and from as far afield as the Netherlands, the west coast of Scotland, Stratford-upon-Avon, London and Woodbridge. A few hardy souls clambered off a sailing boat on the Club jetty having voyaged all of seven miles with the tide under them. Whether you come to Burnham by water or by road there's bound to be tacking involved.

might get a fair wind one way or the other if sailing, but the road route has a few miles of zig zagging in both directions.

Dinner was excellent, the Crouch Mafia vocal as ever swapping tales of derring-do, cheese course with port as always a favourite and of course the infamous raffle. The evening ended with a rowdy faction singing in the bar to the accompaniment of a gaff-rigged fiddle. Plus ça change . . .

*Report and photos: Sue Lewis*



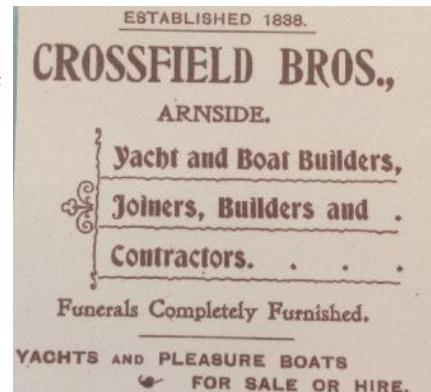
# An invitation to Arnside, November 2023

East Coast Gaffers are warmly invited to the third Conference on Crossfields of Arnside Boatbuilders and the different boats they built. Crossfields were leading builders of Morecambe Bay Prawners, yachts and dinghies, including Arthur Ransome's 'Swallow' from the 1840s – 1940s.

Speakers include Mike Beckett, East Coast member and the skipper of 'Bonita'. He will be talking about the OGA60 Round Britain Cruise, 2023. 'Bonita' was built by Crossfields of Arnside in 1888.

The Conference includes a buffet lunch, Conference Supper and evening concert featuring Dave Walters supported by Lune Tide. Visit the 'Friends of Crossfield 1912 Yacht 'Severn' for more information and booking forms:

[www.ticketsource.co.uk/friends-of-crossfield-1912-yacht-severn](http://www.ticketsource.co.uk/friends-of-crossfield-1912-yacht-severn)



## Blog, Facebook, print and email options

The EASTCOASTER blog contains news of interest to EC Members. Every registered EC OGA Member receives a regular email with updates and links to new content online. The EC Gaffers Facebook page is also updated regularly.

A quarterly PDF digest of posts is available, maintaining our legacy of EASTCOASTER going back to 1994! Browse or download to print past issues on the Association EC website: [www.oga.org.uk/areas/east\\_coast/eastcoaster.html](http://www.oga.org.uk/areas/east_coast/eastcoaster.html)

For £5 per annum, East Coast Members may also opt in to having a printed copy of EASTCOASTER mailed to them on a quarterly basis. Send your cheque and request for this service to Clare Thomas:

Green Farm Barn, Barham Green, Ipswich, Suffolk IP6 0QF

If you have an email address, and would like to receive the monthly mailings, or you have changed your email address, please make sure Colin Stroud, Association Secretary, has your details. Contact Colin by email: [secretary@oga.org.uk](mailto:secretary@oga.org.uk)

Visit the blog:

[www.eastcoastgaffers.org.uk](http://www.eastcoastgaffers.org.uk)

EASTCOASTER archives:

[www.oga.org.uk/areas/east\\_coast/eastcoaster.html](http://www.oga.org.uk/areas/east_coast/eastcoaster.html)

Send contributions to the Editor by email:

[eastcoaster@oga.org.uk](mailto:eastcoaster@oga.org.uk)



*'Cygnet of London', 2015 Photo: Beverley Yates*

Follow the Round Britain  
Cruise fleet along with other  
'tales of sail' on 'Sailing by':

[www.sailing-by.org.uk](http://www.sailing-by.org.uk)

## 'Sailing by' blog relaunched

This weekend, six EC OGA boats will depart Ramsgate for OGA60, joining special events at Party Ports in all OGA Areas, culminating in the Jubilee Party here on the East Coast.

The 'Sailing by' blog, originally launched in 2013 to 'follow the fleet', has been completely updated and relaunched this week. The blog has all the 'tales of sail' going back to 2013. Posts include archive newsreels, extracts from logbooks, restoration and boatbuilding stories along with photos and illustrations to complement many more tales from around our coasts and inland waterways. We're also on the lookout for modern articles, to include the 21st century!

If you have access to the Internet, take a look and think about contributing a favourite 'tale of sail': [www.sailing-by.org.uk](http://www.sailing-by.org.uk)



*'Barbarossa', 2021 Photo: Chris Hart*



*'Bonita' at the Swale Match, 2019 Photo: Seamus Masters*



*'Onward of Ito', 2019 Photo: Martin Goodrich*



*'Mutual Friend', 2023 Photo: Paul Blyth*



*'Lahloo', Photo: Chris Brown*

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[www.sailing-by.org.uk](http://www.sailing-by.org.uk)