



Forestay

Autumn is traditionally a time to reflect on the season just past and remember the good times before they fade; my special memories of 2008 include Brian Hammett's creative prize-giving for the snow-bound Easter rally, Roy Hart's generosity at Battlesbridge on the May Day rally, the marvellous informality of Harwich, the overwhelming spectacle at Brest and the sheer conviviality of the August Cruise. But there's always next year and your committee is already putting together next year's programme; the first major event of 2009 will be the Annual Dinner at the RBYC in March. The full programme will be published on the website and in the next issue of Eastcoaster; remember, your input is always welcome, whether praise or criticism, and you will have an opportunity to voice your opinions at the Area AGM on November 15th at the Orwell YC.

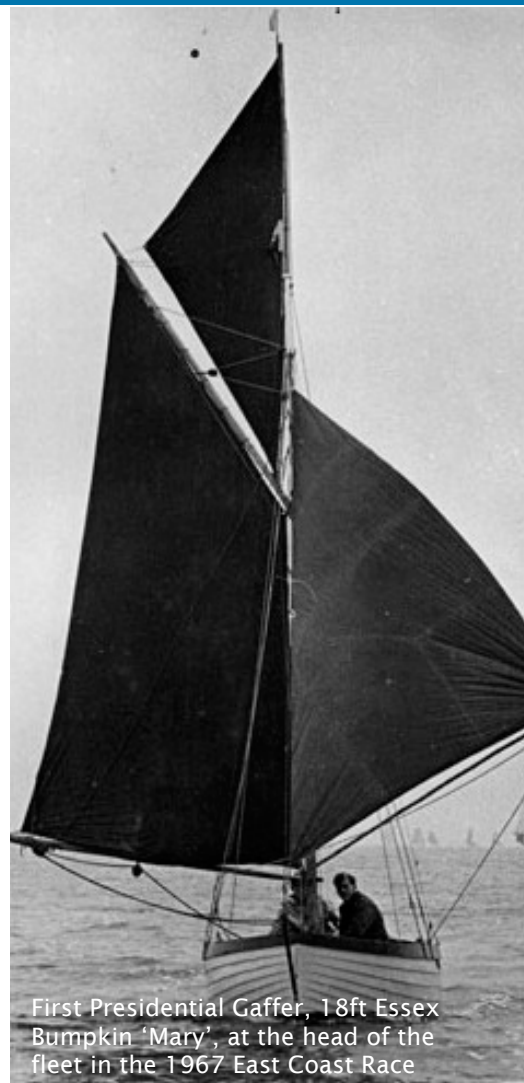
You will see the notice for the AGM and the agenda, displayed within this issue; you will also see that we are to vote in a new area president, Rob Williamson having come to end of his three year term. Rob has been an officer of the OGA for almost half his life, becoming east coast secretary as far back as 1976 and serving as area president from 1980. In 1989 he took on the presidency of the main association for six years and then returned as east coast area president three years ago. Rob has remained an active sailor with the OGA since joining in 1973, first with his 18ft open Essex Bumpkin and then with the lovely Tarka, still to be seen on the east coast, before buying into luxury with the Virtue Maid of Tessa in 1982, which he still sails.

Over the past three decades, the east coast and indeed, the whole of the Old gaffers movement, has benefited from his experience and knowledge, wry sense of humour and fund of anecdotes; enjoy your retirement, Rob.

You will find a nomination form for Rob's successor at the back of this issue; if you know anyone who may wish to take on this onerous role, please put their name forward, with a seconder, but first get their agreement!

We will also be electing the main committee and after a short pause for refreshment, the season's trophies will be presented. These include the Francis B Cooke and Avola trophies for cruising logs. There are also the Felgate and Needham trophies for best aggregate points over the season's racing and the Bateman trophy awarded to the person judged to have contributed most to the ECOGA over the year.

That will conclude the business bit of the AGM, scheduled from 1800 to 2000 and will be followed by a supper to celebrate the 45th year of the ECOGA. Because of the limited catering facilities, numbers are restricted to 60, so book now by phoning Julia Raper on 077 664 664 31. Tickets are £7.50, payable on the night.



First Presidential Gaffer, 18ft Essex Bumpkin 'Mary', at the head of the fleet in the 1967 East Coast Race

In this Issue

Forestay

Abridged minutes of 2007 AGM

Brittany's Piers

August Classics Cruise

Maritime Woodbridge

Maldon Town regatta

Backstay

Race Results

Notice of AGM

Minutes of the East Coast Area AGM (Abridged)

Nov 10th 2007 Orwell YC

The meeting was opened by incoming secretary Pete Elliston with toasts to the late 'Fred' Rawlinson and Jon Wainwright, respectively treasurer and secretary.

Presidential address

Rob Williamson thanked Margaret Wainwright and Trevor Rawlinson for their help in the transition of responsibilities to the new secretary and treasurer and Richard Giles for looking after the area finances in the interim.

Secretary's report

Pete Elliston reported on the season's social and sailing events and had to admit to a general reduction in attendances, mainly due to the atrocious weather. The total area membership is also slightly down at 337 and everyone was encouraged to recruit new members.

Mike Robertson presented the new committee structure, with responsibilities, plus the composition of sub-committees to run individual events. Pete remarked on the large number of volunteers who had come forward to help in this difficult time and believed it to be a good indication of the enthusiasm and dedication in the EC area.

Treasurer's report

Interim treasurer Richard Giles reported that the area finances were stable and under control, but needed watching as individual events can drop into the red because of bad weather. He pointed out that the area received only £652 in the year from central association funds – that is less than £2 per member. The area made a loss over the year but overall was still in credit. The purchase of two major capital items, a lap top computer and marquee, were made possible by generous donations. Richard introduced Clare Thomas as the new treasurer.

Election of main committee

The existing 13 strong committee was introduced by Rob Williamson and re-elected en-bloc, plus Lorna Hill in the new position of area administrator.

Presentation of trophies

'Wenda' won the Francis B Cooke trophy.
The Avola trophy was not awarded.
The Needham trophy for the highest points scoring boat, more than 100 years old, was won by Bona.
The Felgate trophy for points over the season was also won by Bona, with Crow second and Molly Cobbler third.



Outgoing area president, Rob Williamson, in thinking mode

Rhumba won the bermudan class trophy. The Bateman trophy, to be presented to the individual considered to have contributed most to the EC Area over the year, was awarded posthumously and jointly to 'Fred' Rawlinson and Jon Wainwright.



Presidential yacht, Maid of Tessa

Brittany's Piers

Let me apologise right away for the title, but if you're writing about Brest, it's all too easy to include words like feeder and memorable (both spotted at some time in the yachting press), so I thought I'd be a little more subtle; but if anyone can find a way to include Douarnenez in a snappy title, please advise.

As most of you know, the Brest and Douarnenez traditional boat events are the largest and most breathtaking in the world. Douarnenez is held on alternate years, Brest every four years, and in 2008 they coincided; so I didn't take much persuading when fellow gaffer, Colin Stroud – Plum's skipper – suggested we should go. Not by sailing boat mind you, life's too short, but courtesy of Ryanair who fly direct to Brest. A quick trawl of the internet showed that we were far too late to arrange any accommodation in the area, but renting a car would not only keep us mobile, but in extremis, give us somewhere to spend the night.

So Tuesday 15th July saw us driving from the airport into Brest – Colin piloting, me navigating with a hand-held chart plotter lifted off Plum – until we came up against the first security cordon. The French have not lost their love of bureaucracy; about half a mile from the harbour-side, where all the action is, every access road is cordoned off, barriers erected and tough looking volunteers are on hand to make sure you don't get in without paying. (There may have been tumbrels and a guillotine around the corner). Yes, in France, folk pay to look at traditional boats, and not even parting with over nine quid a day stops them coming in their hundreds of thousands. Now Colin had taken the precaution of entering Plum for the event some time previously and that documentation, plus our rudimentary French, got us past the barrier – and free parking. We also found the registration building and Colin and I were promptly provided with free passes for the event, free beer tokens for each day and would have had tickets for a free quayside meal, but that was yesterday; damn. I didn't fare so well with my application for a press pass as editor of a prestigious traditional sailing newsletter, something somehow got lost in translation.

Next hurdle was accommodation; we had made mobile contact with two east coast 'gaffers' – both bermudans from Bradwell- Great Days and Red Dawn, who were fortunately accessible from the shore in the vast new marina, but both were leaving the next day for home; we also spotted High Barbaree (Liz and Tim Dodwell, ex east coast) but they seemed to have a full crew. Time was getting on, so we commandeered a motor launch and trawled the seemingly endless ranks of visiting classics until we suddenly spotted Random, very well



Random, Barry Edwards restored 1930 Harry Feltham bermudan cutter



Random in exalted company

known on the east coast. Once on board we were made very welcome by owner Barry Edwards and crew Mark. They had only just arrived after a very hard trip from the Blackwater, so it was extremely generous of Barry to offer us a berth in the fo'c's'l. Yes, a berth, which Colin as expedition leader, commandeered, so I 'volunteered' to have the pipe-cot. Now pipe-cots can be very comfortable, but not if they're a foot shorter than you are and the canvas so tightly strung that Gene Krupa would have had a field day. (Any Benny Goodman fans out there?). The lashings also squeaked and groaned, so any movement by the occupant sounded like Paul Tortelier on a bad day, but I will be eternally grateful to Barry for having somewhere to lay my head, even if the rest of me was slightly inconvenienced.



Then followed five days of absolute pleasure; the sheer size of the Brest festival is staggering; the organisers estimated two thousand boats and a million visitors and even if you allow for the usual Gallic exaggeration, these are big numbers. There were boats of every size and description, from the enormous four masted Russian barque *Kreuzenstern*, through countless rebuilt or newly built 2 and 3 masted luggers, to tiny lug-sail dinghies; from Mediterranean lateeners to a whole pontoon's worth of wood burning steam boats and of course hundreds of visiting classics.



The first evening, we went up onto the ramparts overlooking the harbour to watch the nightly floodlit sail-past. It was breathtaking, as hundreds of boats of all sizes from square riggers and traditional three masted luggers to classic yachts and open boats, sailed into the outer harbour, around a mark and out again, against a background of lasers and fireworks. It was of course, pitch dark – Health and Safety, 'pouf!' as the French would say. What I found remarkable was the fact that all those crew were willing to rig their boats – after being on the water all day – and put on a spectacular demonstration every evening for the benefit of the public; how about it, Brightlingsea Harbour Commissioners?



Wednesday saw everyone, including the four of us in Random, sailing out of the harbour in a lovely breeze and glorious sunshine; so many beautiful boats you just couldn't count them. It was great to be out on the water and even better the next day, when at least half the fleet sailed down the coast to the next venue, Douarnenez. Again the weather was superb and it was a new experience for us to be sailing close under the immense Brittany cliffs, the tops lined with crowds who had come to watch the fleet go by. Arriving at Douarnenez, we were surrounded by motor launches eager to help us moor up. There is no marina on the old side of town where the rally is held, so it's either pick up a mooring

or lie stern to the quay. Barry elected to do the latter and it turned out to be a good choice, as not only were we just a few feet from a convenient ladder, none other than the original Pen Duick came and moored alongside. The late Eric Tabarly is something of a folk hero in France and we had crowds lining the quay night and day, paying their respects. By accident, random must have appeared on a million digital cameras. We could have gazed at the scores of classics all day with their acres of gleaming varnish, but Barry's beautifully restored 1930 Harry Feltham built Random was not put to shame by any of them.

There was informal racing every day, with the course configured to bring the boats close inshore and most skippers felt it was a challenge to sail as close as they dare to the crowds lining the quayside and in the specially constructed grandstand; and the knowledgeable and enthusiastic audience applauded any neatly executed or daring manoeuvre.

We all agreed that, although the event is smaller than Brest, the atmosphere at Douarnenez was more intimate and the old town much more attractive. I particularly liked to be able to nip up into town first thing and get fresh croissants and lovely fruit tarts from the patisserie.

But Colin and I had a slight problem; the hire car was still in Brest and public transport in rural France is no better than at home. We did discover that there was a bus to Quimper, from where we could catch a train to Brest. However, the bus failed to turn up, so we took a taxi ride; and what a ride! In order to get us to our train on time, the driver took enormous risks, including going through two red lights, but he made it. We caught the train with nothing to spare and eventually were reunited with the car and drove back, rather more sedately to Douarnenez. Into more trouble; emboldened by our experience in Brest, we tried to talk our way through the security cordon but without success, we didn't have the obligatory windscreen sticker, but we slipped in anyway and parked out of the way. Colin returned in the evening to have another attempt at legitimate parking – and found the car had been towed away and couldn't be recovered from its out of town pound until the next day. So he was up at Harry Crackers, got a lift to the pound, paid the hefty fine and was back on board in time to join the party. Barry had nine on board Random that day – including Dutch anglophile Rik Homan who we often see on the east coast in his Crabber 'Otter' – so my peach tart didn't go far. But the wine and the beer flowed and it was an excellent way to end the holiday. Barry and Mark left the next morning for the UK, while Colin and I had a couple more days in Brittany before we flew back home.

What an experience!



lateen rig from the med



acres of varnish at Douarnenez



le Vieux Copain, tuna fishing boat built 1940 in Paimpol



August Classics Cruise – 2008

The August event is rapidly becoming one of the most popular on the East Coast, combining as it does cruising in company, not too vigorous racing and lots of socialising, and this year promised to be even better. All the arrangements were in place, marinas and clubs booked and barbecues arranged for the crews of the forty six entries. But no-one told the weather man. The initial prospects were good; Friday was remarkable for hot sun, blue skies and a W/SW 3 or 4, ideal for those coming up from the Blackwater, Crouch and Medway and 'summer' even lasted through Saturday, when most of the fleet arrived at Ipswich Haven marina, to register and receive their 'goody bag'. As well as a useful cloth tote bag, free books and laminated charts of the area, it included a free splicing tool, just in case some rigging renewal was needed during the week, kindly donated by Moray Macphail of Classic Marine in Woodbridge; Moray has been a staunch and valued supporter of this event for some years. The marina people worked hard for the gaffers, clearing a whole pontoon for us, and what a sight it made with so many traditional vessels moored up together. The day's highlight was (another) birthday party for Lena, on Crow, with a special cake, champagne and a rousing chorus of the traditional birthday song led by Robert Hill on the bagpipes.

Sunday 17th

The event really began with the fun and games regatta on the Sunday, mainly in sunshine; even though regatta organiser Mike Robertson had forecast sun and light winds for the whole week (what had he been smoking?), he did manage to keep the rain away for the Sunday by wearing his kilt; a sight would keep anything at bay. There were some innovative entries for the inflatable dinghy sailing race, won by Barry from Random and Clive off Rhumba, with a high-tech fully stayed carbon fibre rig, supporting, but only just, Rhumba's vast cockpit cover as a square sail complete with sheets and braces. Once in clear wind, there was no catching them, although the crew of Crow in their flubber with hand-held mast and Flying Dutchman spinnaker, would have given them a good run for their money had not the human standing



August Classics; Graham in Jacinta leads!



Bona and something bigger

rigging collapsed, leaving the craft spiralling downwind, the sail thankfully muffling the curses coming from beneath.

There was an excellent barbecue in the evening at the now complete Ipswich Marina Yacht Club, organised by Sue (Lady Bonify) Lewis who procured a great selection of sausages and burgers. And of course there was the gaffers scratch band to provide the music.

Monday 18th

Monday was the day when everyone should have got down to some serious sailing – but it was serious as in ‘force 4/5, occ. 6’ – so the planned cruise to the Walton Backwaters, with accompanying barbecue at Stone Point, was rescheduled to Wrabness. The unhelpful forecast resulted in the fleet splitting into four; the sensible folk who stayed in Ipswich, the foolhardy who attempted the trip to Wrabness but thought better about it and retired hurt to Pin Mill, the intrepid who actually made it to Wrabness and had a barbecue, and Robin and Helen in Great Days who arrived at Stone Point direct from Bradwell for the programmed event and wondered where everyone had got to.

Tuesday 19th

Tuesday's forecast was even worse, ‘F6/7 occ. 8’, but most of the fleet managed to regroup at Pin Mill for a super meal at the Butt and Oyster, except Robin and Helen, who were still waiting at Stone Point for their barbecue. The meal at Pin Mill was organised at the last minute by Peter Thomas with his usual diplomacy – (at the bar at lunchtime; “can I order some meals for this evening?” “Certainly sir, how many?” “Sixty”, “****!”).

Wednesday 20th

The wind at last relented on the Wednesday to a manageable strength and the organising committee agreed to get the event back on course with the scheduled Scandinavian Seaways race to the Deben. Molly Cobbler volunteered to go down to Harwich harbour to view the conditions and found them relatively benign, so the race was on. (The logic being that if Molly was lost without trace, everyone could stay put at the Butt and Oyster and keep drinking).

The race start was off the Harwich breakwater, with Spare Rib's committee boat; Phil and Wendy looked very lonely, bucketing about in the grey seas in their inflatable, but conducted the start in a very professional manner, sending off 22 gaffers and 3 bermudans on a wild downhill ride to the self-timed finish off the Deben entrance.

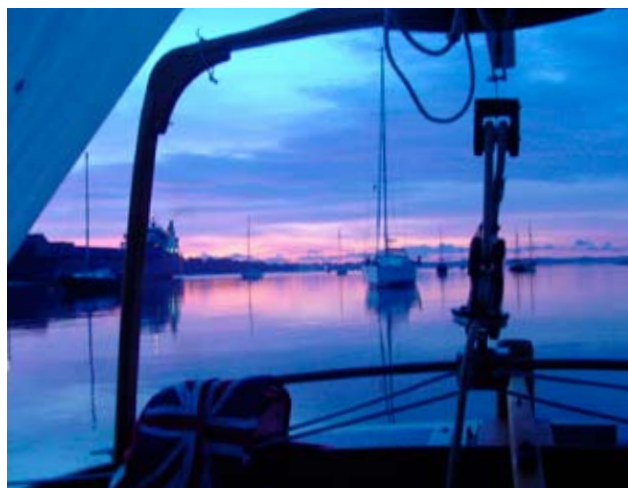
The course took the fleet across the main shipping lane at the correct point, or would have, had a container ship not joined in and refused to respond to shouts of ‘starboard’, or worse. About 4 or 5 gaffers got across



Robert Hill pipes ‘happy birthday’.....



.....while Lena lights the candles



morning calm at Pin Mill

before Might asserted his Right, the remainder of the starters having to alter course for a few minutes. I don't think this made any difference to the result; Gwenili was flying and was first home, averaging over 5 kts, but had to cede first place on corrected time to My Quest. Random was the first bermudan home, beating Elfreda by only 41 secs on handicap.

In fact, the whole fleet made such good time to the finish and then up the Deben to Woodbridge, that they had to sit around waiting for enough water and berths in the Tidemill, but the marina staff did a tremendous job fitting everyone in.

Thursday 21st

The next morning, Thursday, the model boat race provided a bit of light relief. Entries had to be constructed of whatever was to hand and produced some innovative solutions. Typical was Julia Raper's entry, an inverted umbrella powered by an Old Gaffers flag, which whirled through the fleet at high speed, scything the opposition like some waterborne Boadicea's chariot

Thursday afternoon was billed as a gentle cruise down river to Ramsholt, but where two or more gaffers are gathered together it becomes a race and, as it was a dead beat all the way in a breeze gusting F6, it had its moments and was very enjoyable.

The efficient Ramsholt harbour master soon had everyone moored up within reasonable distance of the pub and crews could be seen making their way to the marquee for supper. Once again, the Ramsholt Arms laid on a splendid meal and the usual scratch band provided music to round off a memorable visit to the Deben.

Friday 22nd

The Deben is a very beautiful river, but it decides when you arrive and leave; so first light Friday saw a bleary flotilla heading for their appointment with the bar – little craft going out on the tail of the ebb, bigger deeper draught boats punching the flood later.

Fortunately, the wind went round to the NW to help the fleet on its way, but fell very light, with a thin drizzle and all the crews were glad to arrive at the next rendezvous, Wrabness on the Stour, and prepare for one of the week's highlights, the famous beach barbecue. This was an unqualified success – again – and Mike, Julia and the gang can be congratulated on producing a great meal; and even the weather improved and gave us a wonderful sunset.

Saturday 23rd

Saturday's Coastguard forecast promised more of the blowy stuff – NW 4 or 5, occ 6 at first - but Radio Essex was much more optimistic with only F3/4 and sunshine,



Barry and Clive surge to victory.....



.....while Crow flounders



so the Two Rivers Race got underway on schedule. The course took the fleet down the Stour against the flood but with a following wind and all manner of unrated sails were flown; spinnakers, tri-radials, water-sails, mizzen stays'ls, in an effort to catch Robert Berk's Crow, which flew downriver and up the beat to the finish off Pin Mill to finish over 21 minutes ahead of James Palmer in Kestrel, whose favourable handicap could only erase 14 of those minutes and he had to be content with second place. Behind the leading pair, there was a struggle between two boats such as you only get in the OGA; between Charm, Robert Hill's beautiful Albert Strange inspired gaff yawl, and Tinka Too, an equally attractive bermudan yawl. For the record, the gaffer finished 5 minutes ahead on the water, although of course they were in different classes.

A number of boats who did well down wind – Gwenili, Carima, Ladybird, Tab Nab Robinetta and others struggled on the beat up the Orwell, with its frustrating wind shifts, but not Ariel and Molly Cobbler, tacking on every shift to finish fourth and fifth.

Sunday 24th

The last day and the final race of the week for the Presidents Trophy, the Coastguard were again promising SW'ly 5/6, with rain. In spite of the conditions, 18 boats came to the start line and only four retired, including Robinetta, who continued her daily seamanship lessons with 'How to Kedge Off on a Falling Tide'.

Once again, Crow powered away from the start, appearing to sail 10 degrees higher than anyone else and was first across the finish line, but couldn't save her time and had to be content with fourth place behind Charm, Kestrel and Ariel.

After a suitable lie-down, it was time for dinner and prize-giving; there were prizes for nearly everyone, even Molly Cobbler got a prize for 'best performing small gaffer' but her skipper is still unsure whether this referred to him or the boat. The Lightship kitchen staff produced an excellent meal for a capacity crowd and then it was music from Persephone Lewin's Young Gaffers band, now augmented almost to Big Band status, who led off the proceedings with a rousing 'When the Saints Go Marching In'. The singer/song-writing team of Keith Watson and Julie Osborn produced a haunting 'East Coast Blues' and Essex girl Lorna Hill rolled her rrr's convincingly in a (deliberate) travesty of Robert Burns.

And so to Bank Holiday Monday and time to disperse and face the rigours of the trip home – particularly for those like Crow and Tab Nab who had a F5/6 SW'ly on the nose all the way down to the Swale.

Once again, the weather could have been kinder, but the company was good, there were no complaints, and there's always next year.



Bonify leads Crow and Random around Collimer



My Quest on the Deben

Maritime Woodbridge 2008

How lucky can you get? After a season of rain and gales, what happens for Maritime Woodbridge on Sept 13/14th; sunny skies, fluffy clouds and gentle breezes! And the same thing happened last year; isn't it ironic that the three rallies in the year which were the most informal, were also the jolliest and had the best weather. Is someone trying to tell us something?

Anyway, back to Woodbridge; the show was capably organised as ever by Moray McPhail of Classic Marine and again held in the temporarily disused boatbuilding sheds of what had been Whisstock's yard.

All the detritus which accumulates in neglected buildings was cleaned out, temporary electric power laid on from generators and, on Friday afternoon, boats began to arrive and stands appear. Building on the success of last year, the EC OGA had a well organised stand under its new marquee, complete with appropriate logo, and containing display stands with big photos of well-known gaffers and classic boats. There were also leaflets to hand out explaining the nature and aspirations of the OGA, welcome packs to give to callers who showed serious interest, and always OGA members on hand to provide information and encouragement, resulting in several new members enrolling during the show.

But what made the OGA exhibit stand out and attract the crowds was the continuous still and video show of the year's on the water events, masterminded by Mike Robertson. And there were good crowds on both days, tempted out by the good weather of course, but also by the desire to see classic boats and examples of local industry and organisations. These ranges from second-hand books to delicate jewellery, from coracle making, through traditional clinker planked dinghy to a state-of-the art carbon fibre National 12, from volunteer coastguards to the Nancy Blackett Trust and many more.

Outside there was a chance for the kids to try their skill at paddling a coracle and an impressive line-up of bowsprits against the quay, examples of east coast working smacks and bawlies, and showing to the locals that the OGA and others are working hard to maintain the area's maritime heritage.



Maritime Woodbridge; ECOGA stand



Maritime Woodbridge; smacks and bawlies on show



Woodbridge; Tide Mill

Maldon Town Regatta & OGA Anniversary Rally

20th September 2008

Younger readers with non-corrupted short term memories will remember that one of the earliest rallies in the calendar, the Foulness rally on May Day, was blessed with extraordinary good weather, and it was assumed we would continue to have months of unbroken sunshine and balmy breezes, as in the olden days; well it didn't happen – except for occasional weekends like the Harwich and Woodbridge rallies. But the weather gods did come good eventually and provided a fitting end to the season at the Maldon Regatta, when the sun shone from a cloudless sky. But someone should tell whoever is in charge that we would like to have wind as well.

Traditionally, the Regatta is a day of two halves; first a race to Osea island from the Nass beacon off West Mersea, via a few racing marks in the Blackwater; and then, after lunch at anchor off Osea, a Parade of Sail up to Maldon town. This is also a race, with prizes for the first to finish, but it is a no handicap free for all and usually quite entertaining for the crowds thronging the Maldon river frontage, especially if there is a decent breeze, with all manner of boats vying for position in the narrow river.



Primrose

The Race

But back to the beginning; the start at the Nass was at 0900 for smacks and bawleys, the first of 7 classes. There was just enough westerly breeze to allow the smacks to make against the last of the ebb and round the first mark off the Tollesbury shore, before reaching across towards St Peter's, but it began to falter as other classes came up to their starts and soon there was a raft of virtually immobile boats stretching from the Nass, as skippers struggled to find the odd zephyr which could waft them around the turning mark and bear away for the south shore. But worse was to come; as the tide turned and the flood gathered strength, boats crossing the deep water channel found themselves being carried inexorably upstream of the mark.

The early starters managed to get around in the final breath of wind and had the flood to take them up towards the next mark, but then were faced with another impossible 'reach' back across the river towards Bradwell, in nil wind and a strengthening tide. The textbook solution would have been for everyone to kedge and wait for the wind, but even veteran race officer Peter Maynard could not predict when/if the breeze would arrive and with an expectant crowd of spectators already gathering at Maldon, he instructed competitors to ignore all the race marks and have the fleet head straight for the finish at Osea.

This courageous decision drew some predictable criticism from the those boats which had struggled around the first two marks, but on the whole it was felt to be a sensible move, as otherwise more than half of the fleet would have retired and not had a race. As it was, the fastest boats and skippers finished up at the front anyway and everyone had a good time, especially the tail enders when a faint easterly came in

and compressed the fleet into a straggling heap across the finish line, providing the race officer and his team with another headache, that of trying to identify each finisher.

The Parade of Sail

For the competitors, it was lunch, cold beer and a snooze before the start of the Parade of Sail at 1430, by which time the easterly was a pleasant F2/3 and everyone was propelled by tide and wind up to Maldon, where the commentator on the Hythe was driven hoarse trying to keep pace with the stream of finishers pouring by.

Soon everyone was moored up and crews were enjoying the free beer in Taylor's Yard and exchanging 'what-might-have-beens', before the prize giving. With seven classes plus dinghies and a rubber duck race, there seemed to be prizes for all.

The OGA Dinner

The Maldon Town Regatta is also a commemoration of the formation of the east coast OGA 45 years ago at Maldon and this year Mike McCarthy had organised a dinner in the Maldon Little Ship Club to celebrate the anniversary. A capacity crowd sat down to a superb meal – well done Mike, Janice and their team and thank you MLSC for the use of the facilities.

That wasn't the end of the Regatta of course; a rock band played on into the night, competing with the more traditional shanty music in the Club, the many bars did a brisk trade and in next to no time the morning tide was creeping in and it was time to leave. High water was about 0500 and from 0430 muttered curses could be heard through the darkness as sleepy crews tried to extricate boats from unfamiliar mud berths and thread their way through the moorings and down to the open river. A lovely sunrise a couple of hours later promised another gorgeous day and provided appropriate closing credits to a memorable weekend. Thank you Gerry Courtney and your team for organising an immensely enjoyable event.



Maldon Regatta; start at the Nass beacon

Hon Sec's Report

Well, its October 2008 AD and time for the final Eastcoaster of the year. It has just struck me what AD stands for- After Deva, and many of us will have sailed in line astern of her.

So this is the end of the first year AD, and I am certain that both Jon Wainwright and 'Fred' Rawlinson would be very pleased to see the way the year has gone, with so many events so well attended and all of them in profit! Some, showing a healthy one at that, more of that from Clare at the AGM.

Editor Bernard started by recalling the start of the season with the memorable snowbound Easter event, others will hold the Crouch and the committing of Fred's ashes onto her beloved river by Trevor.(who is now in Oz. "G'day mate"!) All of us will remember the year for some special part of it, some even will look back on the separation of the fleet during the August Classics as a bit of extra fun and an excuse to have a party at Wrabness early in the week! But rest assured it was a good season, even in spite of the weather, which was not that bad when looked at in detail! We did not have the beach tarpaulin up at all at Wrabness and we never got oilies fully soaked.....!

This year we have had some excellent support from many people who are not actually on the main committee, but remain in the background willing to help when any opportunity presents itself (we often did not need to ask X to do Y because it was apparent that Y was in the process of being done by the time it came an idea!) My thanks and those of the committee to all those supporters, but we can always do with extra hands aboard, so if anyone would like to help out with any part of any event next season, then please contact me or any of the committee.

Last year I made mention of the "boat day" count, as with the man days when costing work in industry. More mention will be made of this at the AGM, but to illustrate it; the August cruise had 44 boats signed up for 10 days which clocked (theoretically) 440 "boat days"- over a year's full sailing.....

Plans are afoot for the East Coast Race in June, still aiming to be in Brightlingsea but with a different format with some of the old favourites still visible! More to be mentioned at the AGM (well we need to get you there somehow).

Just over a month ago, saw the second Maritime Woodbridge event which has become a showcase of what we do, where we do it, and why we do it (new slogan/strap line?). This was aimed at the public and



Area secretary, Pete Elliston

those who might consider joining the OGA. During the two day event it became clear that members of the public were often saying "oh, that's what you were all doing on the river, we saw those orange number thingies and wondered what was happening"! We got some more members signed up, promoted the cause and our thanks go to Moray MacPhail and Classic Marine and their helpers/team.

To assist with the event, Sarah Adie and Sue Lewis put on their creative thinking caps and came up with a leaflet to promote the OGA and some of you will have received a copy with this edition. Please, pass this one on to anyone that might be interested in seeing what we do, where we do it..... these have the 08 events listed and will therefore be out of date soon.

Membership 'welcome' packs have now been developed for new members and we have some at all events, more detail on this at the AGM, where we mentioned it last year.

During the leaflet and membership pack creation, we were particular to pay attention (definitely not lip service) to the Bermudan members we both have and might have. This complemented the OGA inclusion of Classic Bermudans and neatly pre-empted the letters in the Classic Boat magazine, which seem to

bemoan the fact that there is no Classic Bermudan club that normal mortals (with a one corner short affliction) can easily join up to. However, they did acknowledge that we (the OGA) are doing a good job at including them. To emphasise this, during the season it was suggested that we have a formal Bermudan representative on the committee and unless there are any violent objections, a certain 'Mother' McCarthy has been co-opted into the role.

Which leads me seamlessly into the post regatta Maldon dinner at which MMcM certainly did us all proud, even though a week before we had only 7 signed up. Mike and his team catered for 100 in the end and well done to them all, we will be back next year. The race itself was an interesting one, with the race officer making the momentous decision to shorten the course part way through the race. Well done Peter Maynard and your committee, and well done Bernard in rocketing up the fleet subsequently! [Does skill count for nothing? Ed.]

Around Maldon regatta time, it was announced that Phil Slade had indeed found a successor to him as Editor of the Gaffers Log, in the shape of formidable songster and Maryll skipper Keith Watson. Congratulations Keith! Some of you may have heard too that there is to be a new Central treasurer to replace Lynn Slade as she and Phil are to be resident in France imminently, thank you Lynn and enjoy France.

The end of September saw a huge impromptu end of season rally at Mistley Quay to which 80 vessels attended, 300 people had lunch on the quay and we raised £1200 for the "fighting fund" to get the fence removed and public access legalised. At the end of the Rally, I presented the Thorn Trophy to the landlady of the Thorn pub for safekeeping until we come back and race for it again, as we did during the heady days of the Shotley Classics. The trophy and a small shield found in a box from Jon Wainwright, will be displayed in a cabinet inside the main door of the Thorn, until our return.

There was an event at the beginning of the season on the Stour in conjunction with the Royal Hospital School, at which some of us had breakfast, dressed in sandals and shorts. During this event, either because of or in spite of our attire, we were invited to attend a most sumptuous dinner at the school for the celebration of Trafalgar on the 18th October. The challenge was taken up and a famous backroom team arranged 3 tables of 10 covering Holbrook boat owners and ECOGA members for the dinner, which was awesome. It raised funds for the school and raised our spirits for the winter gloom.... but before winter truly descends, we have the AGM and Julia's supper....yummy!!!



At the AGM, trophies will be awarded for the log competitions, so please send your entries to me who, with Pete Thomas, will judge them for the AGM. Please send logs to; 2, Railway Street, Manningtree Essex CO11 1DS and gold gold doubloons to Reykjavik, account 2, c/o HMG!
[Q; what's the capital of Iceland? A; about £4:50]

Fair wynds, tydes and fyting out (there are only so many of them you know!)
Peter Elliston Hon Sec

And finally, back where we started:

Jon Wainwright's famous Deva is for sale. (A momentous statement) . An advert will be posted on the website in due course by arrangement with Margaret W.

If anyone is interested at the moment, please contact me on 01206 391870.

Backstay

Let's talk about the weather; it's been such a rotten season that I thought it could do with a bit of discussion. The main characteristic of this year's weather has been the monotonous parade of depressions (well named) marching in from the Atlantic, bringing wet, dull weather in their train and persistent SW'ly winds, often strong. In the good old days, these depressions were pushed to the north of Scotland by a burgeoning Azores high pressure area, which sat immobile all summer, accompanied by sun and predictable sea breezes. So what happened this year (and last)? Well, it seems that the train of depressions which swept across was much further south than usual, preventing the Azores high establishing itself. This melancholy procession was only occasionally interrupted by a temporary ridge of high pressure pushing up from the south, which gave us strong winds if it was to the east of us, - as it battled with the depressions trying to push it away - or if it was to the west, its isobars were so far apart as to result in virtually no wind.

Now as sailors, I'm sure all this is nothing new to any of you, but the question remains; why were the depressions so far south of their usual track? Answer, the jet stream, the ribbon of fast moving air that forms between the cold polar air and warmer tropical stuff. Depressions form in this jet stream and are carried along by it, but its track tends to be unpredictable - otherwise weather forecasting would be too easy - and in some years its meandering path is, on average, further south than usual. Next question - yes you're ahead of me - why was the jet stream so far south? Well, it being a boundary between cold and warm air, the warm air mass must have migrated south. And what caused that then? Apparently a weakening in the Walker circulation in the pacific ocean, known colloquially in the media as el Nino; and what made that happen? Answers on a postcard please to the Met Office, they would dearly like to know.

[Me too, are there any meteorologists out there?]

And finally, yet another plea to members who may have changed address, please tell someone! Preferably the Association membership secretary Peter Lyons (tel; 02891 453099), or me, or both. It's a waste of scarce area funds to send out copies of Eastcoaster to the wrong addresses. Or on the other hand, if you have told us of your move, but are not getting the newsletter, let me know.

That's all for this time, send any articles, pictures, comments, items for sale etc to me,
Bernard Patrick
80 Rickstones Rd,
Witham CM8 2ND,
tel 01376 516420,
e-mail; bernard.patrick@waitrose.com

The next issue of Eastcoaster is due out early Feb 2009, so submissions by mid Jan please.

Production by Steve Daley-Yates; steve@xited.co.uk.
Printed by; Reprohouse of Marks Tey, tel; 01206 213 276.

PS In spite of my strictures in the last issue, I'm still receiving photos - great! My thanks to Sue Feather, Mike Robertson, Robin Patmore, Colin Stroud, Wendy Wetherill and others I've forgotten, but whose efforts appear in these pages. Eastcoaster wouldn't be the same without you.

August Classics Cruise Results

Presidents Race

Boat name	Class	Start	Finish	Elapsed Time h/m/s	Corrected Time	Final Position
CHARM	Gaff	10:00:00	12:13:03	02:13:03	02:06:08	1
KESTREL	Gaff	10:00:00	12:14:14	02:14:14	02:09:08	2
ARIEL	Gaff	10:00:00	12:32:08	02:32:08	02:10:50	3
CROW	Gaff	10:00:00	12:04:17	02:04:17	02:13:51	4
MY QUEST	Gaff	10:00:00	12:22:41	02:22:41	02:14:16	5
Rely	Gaff	10:00:00	12:41:30	02:41:30	02:16:38	6
REVERIE	Gaff	10:00:00	12:33:59	02:33:59	02:18:54	7
GWENILLI	Gaff	10:00:00	12:33:30	02:33:30	02:21:50	8
TRANSCUR	Gaff	10:00:00	12:23:31	02:23:31	02:23:31	9
SEA EAGLE	Gaff	10:00:00	12:33:07	02:33:07	02:32:58	10
Ladybird	Gaff	10:00:00	13:23:07	03:23:07	02:45:08	11
CARIMA	Gaff	10:00:00	13:39:06	03:39:06	03:00:32	12
BONIFY	Gaff	10:00:00	RTD			
ROBINETTA	Gaff	10:00:00	RTD			

Maid of Tesa	Berm	10:00:00	12:31:23	02:31:23	02:18:22	1
Quintet	Berm	10:00:00	12:27:44	02:27:44	02:23:18	2
RANDOM	Berm	10:00:00	RTD			
Nancy Blacket	Berm	10:00:00	RTD			

Seaways Race

Boat name		Start	Finish	Elapsed Time h/m/s	Corrected Time	Final Position
MY QUEST	Gaff	10:30:00	11:42:20	01:12:20	01:00:46	1
GWENILLI	Gaff	10:30:00	11:38:59	01:08:59	01:03:44	2
ARIEL	Gaff	10:30:00	11:46:00	01:16:00	01:05:22	3
REVERIE	Gaff	10:30:00	11:55:24	01:25:24	01:09:21	4
KESTREL	Gaff	10:30:00	11:43:30	01:13:30	01:10:42	5
CHARM	Gaff	10:30:00	11:46:06	01:16:06	01:12:09	6
TAB-NAB	Gaff	10:30:00	11:56:50	01:26:50	01:16:30	7
TRANSCUR	Gaff	10:30:00	11:50:52	01:20:52	01:16:49	8
MOLLY COBBLER	Gaff	10:30:00	12:02:47	01:32:47	01:18:07	9
CROW	Gaff	10:30:00	11:43:00	01:13:00	01:18:37	10
CROW	Gaff	10:30:00	11:43:00	01:13:00	01:18:37	11
QUIZ	Gaff	10:30:00	12:02:00	01:32:00	01:20:36	12
RO-AN-MORE	Gaff	10:30:00	11:56:00	01:26:00	01:20:50	13
Lucy	Gaff	10:30:00	12:00:00	01:30:00	01:21:27	14
DERDRE	Gaff	10:30:00	12:00:00	01:30:00	01:21:32	15
MARYLL	Gaff	10:30:00	12:03:00	01:33:00	01:24:27	16
BONA	Gaff	10:30:00	11:53:00	01:23:00	01:26:19	17
ELLA ROSE	Gaff	10:30:00	12:07:00	01:37:00	01:28:39	18
CARIMA	Gaff	10:30:00	12:30:00	02:00:00	01:29:02	19
JACINTA	Gaff	10:30:00	12:13:00	01:43:00	01:39:55	20
ROBINETTA	Gaff	10:30:00	12:28:00	01:58:00	01:46:12	21
SEA EAGLE	Gaff	10:30:00	12:20:00	01:50:00	01:49:53	22
RANDOM	Berm	10:30:00	11:48:00	01:18:00	01:10:12	1
ELFREDA	Berm	10:30:00	11:50:32	01:20:32	01:11:31	2
MAID OF TESA	Berm	10:30:00	11:51:00	01:21:00	01:14:02	3

Two Rivers Race

Boat name	Class	Start	Finish	Elapsed Time h/m/s	Corrected Time	Final Position
CROW	Gaff	11:00:00	12:51:26	01:51:26	02:00:01	1
KESTREL	Gaff	11:00:00	13:12:48	02:12:48	02:07:45	2
CHARM	Gaff	11:00:00	13:22:26	02:22:26	02:15:02	3
ARIEL	Gaff	11:00:00	13:40:28	02:40:28	02:18:00	4
MOLLY COBBLER	Gaff	11:00:00	13:44:57	02:44:57	02:18:53	5
REVERIE	Gaff	11:00:00	13:55:47	02:55:47	02:22:44	6
MY QUEST	Gaff	11:00:00	13:33:46	02:33:46	02:24:42	7
MOONSTONE 8	Gaff	11:00:00	13:57:37	02:57:37	02:26:43	8
TRANSCUR	Gaff	11:00:00	13:34:43	02:34:43	02:26:59	9
GWENILLI	Gaff	11:00:00	13:45:56	02:45:56	02:33:19	10
BONA	Gaff	11:00:00	13:31:19	02:31:19	02:37:22	11
BONIFY	Gaff	11:00:00	13:48:03	02:48:03	02:41:30	12
SEA EAGLE	Gaff	11:00:00	13:42:13	02:42:13	02:42:03	13
CARIMA	Gaff	11:00:00	14:38:31	03:38:31	02:42:08	14
MARYLL	Gaff	11:00:00	13:59:28	02:59:28	02:42:57	15
Kelpie 2	Gaff	11:00:00	14:03:31	03:03:31	02:43:20	16
Ladybird	Gaff	11:00:00	14:21:03	03:21:03	02:43:27	17
TAB-NAB	Gaff	11:00:00	14:08:04	03:08:04	02:45:41	18
Rely	Gaff	11:00:00	14:27:13	03:27:13	02:55:18	19
RO-AN-MORE	Gaff	11:00:00	14:08:15	03:08:15	02:56:57	20
ROBINETTA	Gaff	11:00:00	15:02:20	04:02:20	03:38:06	21

Rhumba	Berm	11:00:00	13:21:58	02:21:58	02:08:54	1
RANDOM	Berm	11:00:00	13:34:11	02:34:11	02:18:46	2
Tinka Too	Berm	11:00:00	13:28:01	02:28:01	02:22:50	3
Quintet	Berm	11:00:00	13:47:46	02:47:46	02:42:44	4
Nancy Blacket	Berm	11:00:00	13:55:28	02:55:28	02:50:02	5

Maldon Regatta results

Large Smacks & Bawleys

Start Time 09:00:00

Owner	BOAT NAME	Finish Time	Handicap	Elapsed	Corrected Time
Paul Winter	Maria	12:11:21	1.000	03:11:21	03:11:21
Richard Titchner	Sallie	12:12:08	1.000	03:12:08	03:12:08
Jim Dines	My Alice	12:13:43	1.000	03:13:43	03:13:43
M Cameron	Sunbeam	12:20:50	1.000	03:20:50	03:20:50

Small Smacks & Bawleys

Start Time 09:00:00

Owner	BOAT NAME	Finish Time	Handicap	Elapsed	Corrected Time
Darren Burton	Ethel Alice	12:14:20	1.000	03:14:20	03:14:20
Robert Lee	Dorothy	12:15:54	1.000	03:15:54	03:15:54
A White	Harriet Blanche	12:16:06	1.000	03:16:06	03:16:06
Robin Page	Primrose	12:16:14	1.000	03:16:14	03:16:14
Pinky Hewes	Mary	12:23:50	1.000	03:23:50	03:23:50
Ian Wilson	Martha II	12:27:51	1.000	03:27:51	03:27:51
C Woodley	Mermaid	12:28:28	1.000	03:28:28	03:28:28
N Baker	William	12:30:00	1.000	03:30:00	03:30:00
Reuben Frost	Boadicea	12:30:21	1.000	03:30:21	03:30:21
Peter Thomas	Transcur	12:31:28	1.000	03:31:28	03:31:28
Hys Olink	Good Intent	12:32:50	1.000	03:32:50	03:32:50
D Whitling	Mayfly	DNS	1.000	DNS	DNS

Gaff Rigged Yachts

Start Time 09:10:00

Owner	BOAT NAME	Finish Time	Handicap	Elapsed	Corrected Time
Nick Hillman	Letty May	12:16:38	0.860	03:06:38	02:40:30
B Patrick	Molly cobbler	12:37:32	0.842	03:27:32	02:54:45
S Baker	Saltair	12:37:08	0.844	03:27:08	02:54:49
Neil Mordey	Ariel	12:33:37	0.860	03:23:37	02:55:07
Tony Brett	Mole	12:47:48	0.846	03:37:48	03:04:16
Henry Bird	Ladybird	12:58:20	0.813	03:48:20	03:05:36
Nigel Waller	Fanny of Cowes	12:38:40	0.896	03:28:40	03:06:58
Martin Goodrich	Gwenili	12:33:23	0.924	03:23:23	03:07:56
Peter Hall	Dorothea	12:37:40	0.920	03:27:40	03:11:03
Lloyd Walker	Turnstone	12:23:13	0.990	03:13:13	03:11:17
Howard Wheelton	Bonify	12:30:51	0.961	03:20:51	03:13:01
Keith Watson	Maryll	12:46:50	0.908	03:36:50	03:16:53
Alison Cable	Robinetta	12:38:28	0.950	03:28:28	03:18:03
B Baker	Pelican	12:38:12	0.994	03:28:12	03:26:57
Robert Berk	Crow	12:33:00	1.036	03:23:00	03:30:18
Jamie Clay	Firefly	12:36:42	1.040	03:26:42	03:34:58
Mike Tyrrell	Sea Eagle	12:38:33	1.036	03:28:33	03:36:03
Noel Probyn	Hardy	12:37:32	1.233	03:27:32	04:15:53
Kit Platten	Deirdre	DNF	0.906	DNF	DNF
E.Bracken/A Pickering	Lucy	DNS	0.905	DNS	DNS
R Warner	Diana	DNS	0.900	DNS	DNS
Ray Dunstone	Angeue Aline	DNS	1.000	DNS	DNS

Classic Wooden Yachts

Start Time 09:10:00

Owner	BOAT NAME	Finish Time	Handicap	Elapsed	Corrected Time
Steven Meakin	Flamingo	12:32:52	1.101	03:22:52	03:04:15
Steve Chatman	Stella Maia	12:36:43	1.101	03:26:43	03:07:45
Peter Smith	Bardu	12:36:30	1.037	03:26:30	03:19:08
Greg Dunn	Black Diamond	12:28:45	0.995	03:18:45	03:19:45
Jeremy Woods	Woodlark	12:49:45	1.100	03:39:45	03:19:46
	Julie Anne	12:45:18	1.000	03:35:18	03:35:18
R Austin	Phylla	12:36:59	0.920	03:26:59	03:44:59
Rob Williamson	Maid of Tesa	12:37:43	0.914	03:27:43	03:47:16
M.Woodhouse	Owendo	12:37:18	0.910	03:27:18	03:47:48
Nigel Bassett	Quite Days	12:49:40	0.835	03:39:40	04:23:04
Clive Antiss	Quintet	DNS	0.970	DNS	DNS

Modern Yachts

Start Time 09:10:00

Owner	BOAT NAME	Finish Time	Handicap	Elapsed	Corrected Time
Ben Jeffery	Trimmer II	12:42:53	1.192	03:32:53	02:58:36
R Baker	Eliza	12:38:58	1.127	03:28:58	03:05:25
Pat Murphy	Tiger	12:37:41	1.118	03:27:41	03:05:46
M Leney	Suchina	12:31:23	1.035	03:21:23	03:14:34
Tommy Mills	Rocker	12:20:25	0.948	03:10:25	03:20:52
S Knight	Slippig	DNS	1.130	DNS	DNS
Ronald Oliver	Gitane	DNS	1.273	DNS	DNS

West Solents

Start Time 09:10:00

Owner	BOAT NAME	Finish Time	Handicap	Elapsed	Corrected Time
Kevin Fuller	Mischief	12:14:21	1.000	03:04:21	03:04:21
Adrian Mulville	Halloween	12:15:49	1.000	03:05:49	03:05:49

East Coast One Designs

Start Time 09:10:00

Owner	BOAT NAME	Finish Time	Handicap	Elapsed	Corrected Time
David Barnett	Chittabob	12:14:40	1.000	03:04:40	03:04:40
Graham Lewis	Gigi	12:17:06	1.000	03:07:06	03:07:06
Julie George	Delphine	12:21:40	1.000	03:11:40	03:11:40
Andy Mitchell	Wraith	12:28:37	1.000	03:18:37	03:18:37

Gaff Rigged Cruising Yachts

Start Time 09:20:00

Owner	BOAT NAME	Finish Time	Handicap	Elapsed	Corrected Time
Derek King	Bluebell	12:33:00	1.085	03:23:00	03:07:10
John Sheldrake	Wabi	DNS	1.000	DNS	DNS

Other Cruising Yachts

Start Time 09:20:00

Owner	BOAT NAME	Finish Time	Handicap	Elapsed	Corrected Time
Graham O'Brian	Stella Frenzy	12:36:00	1.285	03:26:00	02:40:19
Ian Barratt	Little Tern	12:37:36	1.285	03:27:36	02:41:33
Dave Selby	Marlin	12:38:24	1.250	03:28:24	02:46:43



Kestrel gets in the groove

East Coast Area AGM

The End of Season Event & Social

Celebrating 45 years of EC Gaffering

1800 hrs 15 November at the Orwell Yacht Club

Bar, Food, Music.....

Notice of AGM; 15 Nov 2008 1800h to 2000h

At the Orwell Yacht Club

AGENDA

1. Apologies for absence
2. Presidential address
3. Approval of minutes of 2007 AGM and matters arising
4. Secretary's report
5. Treasurers report
6. Appointment of reporting accountant
7. Election of Area President
8. Election of Main Committee
9. Recharging of glasses
10. Presentation of trophies;
(Francis B Cooke, Avola, Felgate, Needham, Bateman)
10. Proposals for main association AGM
12. Business arising from secretary's report (in Eastcoaster)
13. Any other business.
(Will members please advise the Secretary before the meeting
of any other business items they wish to discuss).

AGM 6 to 8pm

Supper/music 8 to late

Supper tickets £7.50 from Julia Raper; mob. 07766466431

(Pay on the night)

Supper numbers are limited to 60, so book now!

Election of Area President.

It will be necessary to elect a new President of the East Coast Area, as the current one is standing down, having completed his three year term of office.

If you wish to nominate a member of the East Coast Area for the post of Area President, please complete the form and return it to the Area Secretary by the 7th of November 2008.

Nomination Form

I wish to nominate.....for Area President

Seconded by.....

Signature of Proposer.....

Signature of Nominee.....

Date.....