



Forestay

2009

This is the time of year when one looks back wistfully over the previous season and reflects on what might have been; if only I'd gritted my teeth and taken part in the breezy Crouch race, if only I'd made a better start at Brightlingsea, if only....

But 2009 certainly gave us better weather than the previous two years, we enjoyed lovely Spring weather for the Easter Rally and the two Crouch rallies and it wasn't bad for the East Coast race, but we could have done with a bit more wind – sailors are like farmers, never satisfied. We got plenty of wind for Southwold and even more for the August Classics Cruise, although at least it was warm, dry and sunny most of the time, but the wind failed to appear for the Maldon Regatta until it was too late.

However, on reflection, 2009 turned out pretty well; your committee did an excellent job in organising or being involved in more than a dozen events through the year, with a good mix of racing, cruising and socialising – and I didn't hear a single complaint.

New members

Since the last issue, we have been joined by three new members; Jeremy Barley, Rosemary Burks and Simon Papendick – welcome aboard, we look forward to seeing you!



Fanny finishing, Hellevoetsluis 2009



Autumn, season of mists and leaves in the varnish

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Reports of Events

Dutch Classic Regatta

The week that wasn't

The week ahead of the Dutch Classic Yacht Regatta was intended to showcase our east coast to Dutch visitors, but....

We didn't welcome the Dutch at Shotley on the Sunday as planned, and we didn't sail down the Wallet with them on Monday, or show them the delights of the Blackwater and her ports mid-week, for the simple reason that the visitors were not here in time.

The weather brought them our way on the Tuesday, by which time their reception committee had become somewhat distracted by its newfound role as EC OGA Transcur Salvage Team. By the time five Dutch crews (of Brandaen, Liberty, Orm, Ragamuffin and Raven) disembarked at Pin Mill, bleary-eyed from their catch-up naps, your President's smack had been raised from the riverbed and out on the hard for 24 hours, emptied of soggy belongings, stripped of interior fittings and pressure-washed free of Orwell mud inside and out, by a team of 18 local volunteers

The strong winds forecast precluded any long distance forays – even Stone Point was going to be uncomfortable. A barbecue was already planned at Wrabness for Thursday but our hospitable Hon Sec and Consort boldly issued an invitation for drinks on their hut balcony on Wednesday as well.



Ragamuffin at Roughs Tower

Were the Dutch at Dunkerque? They certainly show something of the spirit. While a jolly crowd supped on the hut balcony, a discreet operation was underway; little boats swarmed back and forth from the visiting Dutch and Belgian boats to the beach, ferrying the makings of a feast. Two Cobb barbecues roasted huge joints of meat, one of which was fired up on board Raven and rowed ashore between the skipper's knees, already sizzling! Side dishes and salads galore – and, to top it all, a whole watermelon into which had been introduced, before leaving the Netherlands, the contents of a bottle or more of rum!

It is hard to upstage a Wrabness barbecue – but that is what they did. Many thanks to Pete Elliston and Sarah for hosting both events.



Avola



Raven and Random

The race that wasn't

We couldn't race across the North Sea on Saturday or Sunday, but a window appeared in the weather for a departure on Monday. Not a "race" as such, due to the 6 in the forecast, but after three nights at Levington there wasn't a single voice heard for delaying any further. 16 boats crossed (7 British, 7 Dutch and 2 Belgian) setting off at 11 am in lighter wind, but mostly soon heavily reefed as the wind blew 5 and gusted 6 for rest of the passage. The waves slowed us all down – left over from the gales that had prevented us leaving on time, they were as high as 4 or 5 metres and not averse to breaking into an unsuspecting cockpit now and again.

Due to the delay, our destination was Stellendam, further north than the usual route, with a first night gathering planned at Middelharnis, just a few miles from Hellevoetsluis.

Some boats attempted to sail the prescribed course across the North Sea, but only a few kept to it all the way. The bermudan boats were soon ahead, the gaffers mostly took around 17-18 hours for the passage, and by Tuesday evening all 16 boats were safely rafted up in the quiet little town harbour at Middelharnis, and the crews were enjoying a noisy beer. A good decision to bring us all here, for which thanks to Joachim, the OGA Ned Sec. We missed out on the herring and genever at Steenberg, where breakfast was offered too, for the first time, but we were ably represented there by the presidential yacht Avola.

Regatta at Hellevoetsluis

This is not an event to bring your Rule Book to; if you do you'll be wasting your time. The results announced on the day did not always reflect what happened on the water, although corrections made later may have rectified some errors. With 36 boats registered in the gaffer class alone, and almost 200 boats altogether, it is perhaps no wonder that the spotters on the finish boat had their work cut out and the 'results team' struggled to keep up. One Dutch skipper was surprised to find himself in the prizes one day, only to learn later that the handicappers had him sailing a craft 9m wide and 3m long!

Results – East coast boats take the honours

The English east coast gaffers did very well, taking four of the top five positions overall, in a field of 36 in the gaff class.

There was a fiendish points system, which attempted to allow for how close a finish was, and the second gaffers' race of the six was discounted from the final tally due to some communication problems on the start line (including a lack of the appropriate pennant for a general recall).

The list below shows overall position in the series (as supplied by the organisers after the event), followed in brackets by position on corrected time in each of the five races that were counted:

- | | |
|------|--|
| 1st. | Kestrel (1st, 2nd, 2nd, 3rd, 1st) |
| 2nd. | Fanny of Cowes (2nd, 3rd, 4th, 1st, 2nd) |
| 3rd. | Gwenili (13th, 8th, 3rd, 4th, 3rd) |
| 4th. | Raven (8th, 6th, 5th, 6th, 7th) |
| 5th. | Witch (4th, 1st, 1st, DNS, 6th) |

It is a huge event to organise and it does run smoothly – from the kitsch "Spiegel" tent where you might expect to find a gypsy with her crystal ball (working out the handicaps perhaps?), to the bars and meals (€12 for an all-you-can-eat buffet, different menus each night) – participants really can just concentrate on the sailing.

The Dutch OGA celebrated its fifth birthday with a drinks party on the quay and presented prizes to the 'winners' of the non-race across the North Sea. Joachim proudly handed out the very first copies of the newly published directory of Dutch and Belgian OGA boats.

Those boats heading south after the event were able to join up again at St Annaland, and then enjoy a splendid barbecue at Wemeldinge, thanks to the Belgian contingent. But soon enough, it was time to check the weather, pick your moment, and face the North Sea again.

Sue Lewis



Harwich Festival of the Sea

Sunday 26th July 2009

In complete contrast to the 2008 event, held on a hot, windless day, this year supplied a brisk F4/5 gusting 25kts, but still resulted in a bumper turnout of both boats and public.

The on-shore activities were numerous and diverse; we were treated to a parade of pipes and drums from the Stour Valley Pipe and Drum band, the Golden Rivet shanty singers performed from the deck of the Lowestoft sailing trawler Excelsior and the Harwich Jazz Band provided foot-tapping music to listen to, as you looked around the many shore side stalls. The Newfoundland Rescue dogs entertained us all with their amazing ability in the water, but the highlight of the festival was when the RNLI launched the "Duke of Kent" and gave us a great demonstration of their expertise at sea.

Gaffers attending the event were Robinetta, Bona, Ellen, Peggy and Quiz, but in view of the breezy conditions and lumpy sea, only Peggy and Quiz of the gaffers took part in the sail-by; however, a great time was had by all!

Mel Fox



Mel Fox in Ellen

August Classics Cruise

(or the barbecue Olympics)

I've been coming to the August Classics since they used to be held in June, but don't remember a week like it for weather; the Met Office forecast higher than average temperatures - we had them, and less than average rainfall - correct, just one shower all week; what they didn't mention was higher than average wind-speeds, but we had those from Tuesday to the end of the week, just the time we should have been racing. As a result we didn't even get to Wrabness for the famous BBQ and there was but one race, on the last day and but we did have a great time.

It all started on Saturday 22nd August, as the first of 34 boats began to arrive at the Ipswich Haven Marina and be shoe-horned into our reserved area by the ever helpful staff. The social round kicked off with a party at the national President's penthouse overlooking the marina - your editor failed to attend, not having recovered from an 02.30 start from Brightlingsea - but I hear it was very jolly and no ASBO's were handed out.

Regatta Day

Sunday was a lovely day; organiser Mike Robertson had laid on hot sun and a nice breeze. We had the usual dinghy sailing, sculling and rowing races, followed by the implausible race for sailing inflatables. Each year, crews become more inventive and now rigs sport main and tops'l, although standing rigging was a contradiction in terms for many; what will we see next year, t'gallants and royals? The day's grand finale was, of course, the infamous no-holds-barred, every man, woman and dog for them-selves, dinghy football. I don't know who won, but everyone got soaked. After that nonsense, decorum was restored with the dog show; or it would have been if Gromit's skipper hadn't entered his eponymous mascot at the last minute. It didn't confuse the judges, but some of the dogs were very puzzled.

In the evening, we all repaired to the ever-welcoming Haven YC for hog roast or BBQ and the usual sing-song, rounding off a great start to the week.



Nice one Gromit!

Cruise to Woodbridge

Monday saw the longest trip of the week, a cruise from Ipswich to Woodbridge on the Deben. Perversely, considering how it blew later on, the wind was quite light for the trip, forcing most entrants to motor down to Harwich, before reaching up to the Deben in a nice SE'ly 3-4 and warm sun. Berthing at the Tidemill marina was very slick, with everyone slotted in easily, without the massive rafting up of last year, before crews dispersed to find food and entertainment; I can recommend the King's Head in the town square.

Mystery Tour

The wind began to show its true intentions on Tuesday, the shipping forecast promising F7, so it was a relief that the organising committee had laid on a coach tour; and no ordinary coach, either, but a classic 1966 Bristol. The tour's eventual destination was the Garrett museum at Leiston, a wonderful place for anyone interested in vintage engineering, and also took in visits to Bentwaters airfield and Snape Maltings.

The fleet was due to sail downriver on the ebb for the traditional dinner and knees-up at the Ramsholt Arms in the evening, but there was much boat visiting and group discussion regarding the weather; no-one relished the thought of bucketing about all night on a mooring in a F6 and remaining in the Tidemill YH presented a very attractive alternative. However, in the event, all but 3 or 4



Pneumatic armada

boats motored down against a SW'ly F5 to pick up moorings off the Ramsholt Arms; the heroes of the day were a group of youngsters in a couple of smacks boats, who beat all the way and had the most fun of anyone.

But, however you arrived, it was worth it; a great meal was laid on by the friendly pub staff - with 'seconds' all round - in a marquee specially erected for us. This was followed by memorable music from the usual gaffer suspects, augmented by visiting accordion, violin and guitar players, who had heard that something special was afoot.

'Phil the RIB' did sterling service ferrying crews back to their boats in the dark and wind-against-tide chop, and a diversion was provided by 'Great Days' whose Tinker Tramp dinghy went adrift, but was pursued and recaptured by Sue and Mike from 'Ro an Mor'.



Dinghies at Ipswich

Barbecue at "Ramstone"

Wednesday's programme originally called for a race to Stone Point and a barbecue on the beach in the evening, but this was rescheduled following a forecast promising 40kt gusts, and the BBQ relocated to the beach in front of the Ramsholt Arms – very convenient for the bar. Earlier, many crews took advantage of the day's glorious sunshine to go ashore and get some exercise walking the sea wall, finishing up of course, at the pub.

The subdued atmosphere at the evening beach BBQ could not have been more different from the gaiety of the previous night; there was much serious discussion on the best 'escape strategy', as it was now gusting F6-7, still from the SW and dead on the nose down the coast; however skippers were relieved to hear that it was forecast to drop to F4 'for a time'.

The Great Escape

Picture the scene, it's two hours before dawn, the wind is a benign W'ly F3, shadowy figures can be seen moving quietly around their boats, making ready for the sea. Are they afraid of awakening the Ramsholt sentries, who could so easily alert the powerful batteries guarding the entrance at Felixstowe Ferry? [I made that last bit up. Ed.]

By sunrise almost all the fleet had slipped away unseen, heading for the Deben bar, freedom and the fleshpots of Pin Mill.

In the event, it was a fairly innocuous passage; a pleasant reach down to Felixstowe Ferry, but a boring motor-sail to Landguard, before running up the Orwell, to search for a mooring or berth. Because of the dire forecasts, still promising F6/7, marina berths were at a premium, but almost everyone found somewhere secure to hide and the renowned Old Gaffers networking soon had a social round established. In the evening, a large group descended on and almost overwhelmed the Royal Harwich YC restaurant, which bravely rose to the occasion – the lamb and mash was excellent - but was unable to provide a second course. So the gaffers regrouped, force marched to Buttermen's at Woolverstone marina and laid siege to the bar until puddings were provided. I must say Debbie behind the bar coped with immense good humour.

When in Doubt, Barbecue!

More promises of F7 winds dismissed any thoughts of the scheduled pursuit race to Mistley and even a

proposed short in-the-Orwell race was cancelled after the Harwich CG reported 30kts at the Naze. Worse still, the much anticipated barbecue at Wrabness now looked impossible, but following a brilliant idea by the organisers, was relocated to the Pin Mill SC. This proved a great success; good food, civilised tables and chairs to eat it from and a well stocked bar to hand – and all under cover. Wrabness now has the aura of Blackpool after the Labour Party discovered Brighton.

It's Saturday, so it must be Free Beer

The forecasters were now promising 'only' occasional F7 at first, falling to 4/5 and so the fleet had an easy ride to the final destination at Levington for a brilliant drinks party on Transcur, which almost sank again under the weight of numbers; the attraction was all the free beer, previously earmarked for BBQs which were subsequently cancelled.



Drinks party

A Race At Last

The Coastguard promised 'only' F4-5 for the last day of the event, so after a week devoid of any racing, thanks to seemingly endless windy forecasts, an expectant gathering attended the Saturday evening briefing for Sunday's President's Race, to hear that although another breezy day was forecast, a shortened course on the Orwell and Stour could be run. Sunday morning duly arrived, appearing more promising than predicted, so the plan was quickly changed to the longer course, taking the fleet down river from the Suffolk Yacht Harbour club line, round Collimer and Pye End and into Pennyhole bay, rounding Pennyhole, Stone Banks, Outer Ridge and back.

An assembly of 13 Old Gaffers plus three bermudans gathered at the start, several sporting reefed mainsails, Bona with full main and topsail,

and Reverie compromising with a reefed mainsail and topsail. The Stella Flamingo led the fleet over the line, but before long Bona, revelling in the breezy conditions, took the lead, soon becoming a dot on everyone's horizon! It was perfect 'gentleman's sailing' with minimal windward work, but a variety of reaches from close to very broad giving some fast sailing.

Behind Bona, the gaffers finishing order was Crow, Transcur, Fanny, Charm and Gwenili. Flamingo was first bermudan over the finish line, despite stopping to make a 360 degree turn following a very close inspection of Collimer.

After the number crunching, Kelpie II took the President's Cup with Elfreda winning the Bermudan Triangle Trophy. Everyone seemed happy to have at last enjoyed a good race.

So the August Classics Cruise drew to its traditional close with a prize-giving dinner and impromptu music in the Lightship at Suffolk Yacht Harbour.

It had in some ways been a frustrating week from the sailing point of view, but the organisers made



Flamingo

amends with a brilliant social programme and no complaints were heard from any of the crew of the 46 boats which attended during the week.

Presidents Race 2009

Boat Name	THCF	Start h:m:s	Finish h:m:s	Elapsed mins	Corrected mins	Final
Gaffers						
Kelpie II	0.890	11:00:00	14:04:14	184.23	163.97	1
Bona	1.045	11:00:00	13:37:27	157.45	164.54	2
Gwenili	0.946	11:00:00	13:55:09	175.15	165.69	3
Charm	0.969	11:00:00	13:55:00	175.00	169.58	4
Transcur	1.000	11:00:00	13:51:14	171.23	171.23	5
Fanny of Cowes	0.998	11:00:00	13:53:14	173.23	172.89	6
Maryll	0.870	11:00:00	14:21:57	201.95	175.70	7
Crow	1.077	11:00:00	13:44:52	164.87	177.56	8
Witch	0.942	11:00:00	14:08:30	188.50	177.57	9
Ellen	0.844	11:00:00	14:54:11	234.18	197.65	10
Reverie	0.902	11:00:00	14:53:05	233.08	210.24	11
Deirdre	0.906	11:00:00	15:00:34	240.57	217.95	12
Robinetta	0.920	11:00:00	15:04:29	244.48	224.92	13
Bermudans						
Elfreda	0.888	11:00:00	14:16:16	196.27	174.28	1
Flamingo	0.971	11:00:00	14:00:14	180.23	175.01	2
Nancy Blackett		11:00:00	RTD			

Kelpie II

ECOGA Anniversary Rally and Maldon Town Regatta

It's a nil wind...

If two years make a trend, then I can confidently predict that next year's Maldon Regatta will have a bumper entry, be very hot, and reduce the race officer's life expectancy by several years. The reason for predicting Peter Maynard's imminent demise is the fact that, for the second consecutive year, the wind failed to perform as forecast; worse, like some moody teenager, it failed to appear at all until after lunch.

The shipping forecast had confidently predicted 'NE'ly F3-4', which, after the recent hurricane season, made for very pleasant listening. In fact, there was a faint breeze, maybe F2, as the seventy-plus fleet streamed out of Mersea Quarters and manoeuvred for their starts off the Nass beacon. It was a reach to the first mark and almost a run to the second, but the new spring flood was already making itself felt and several boats had to go close hauled in order to round. The fleets were still quite closely bunched and polite calls for water floated over the almost still air, ('please, I insist, after you!') but everyone was relieved to have the tide under them for the next mark, off Tollesbury.

Now, if the course instruction had said 'go straight home' all would have been well; but no, it directed the fleet to cross the river a further three times, before going to the finish off Osea Island. The smacks who started first, and some of the swifter bermudans and gaffers, made it before the wind died totally, but for the rest it was a case of crabbing close hauled across the tide on what should have been a series of pleasant reaches. The tail-enders, caught in the sluicing tide in deep water, had to anchor or be swept upriver. The race officer eventually took pity and shortened the course at this point, but it was too late for most; out of the 19 starters in the gaff rigged yacht class, only two finished inside the time limit, and only one of the classic bermudans.

Perversely, the SE'ly sea breeze filled in about midday, giving a splendid run with the tide for the Parade of Sail up to Maldon, past the

Maldon Town Regatta abridged results

Class 1 Smacks

1st – Sallie, Richard Titchenor
2nd – Charlotte Ellen, James Bardrick
3rd – My Alice, Jim Dines

Class 2 Smacks

1st – Primrose, Robin Page
2nd – Lizzie Annie, Bob Fawkes
3rd – Mayfly, D. Whitling

East Coast OD's

1st – Gigi, Ed Williams
2nd – Wizard, Sean Jacob
3rd – Chittabob, David Barnett

Gaff rigged yachts

1st – Hardy, Noel Probyn
(long course)
2nd – Letty May, Nick Hillman
No other finishers

Gaff rigged yachts

No finishers (short course)

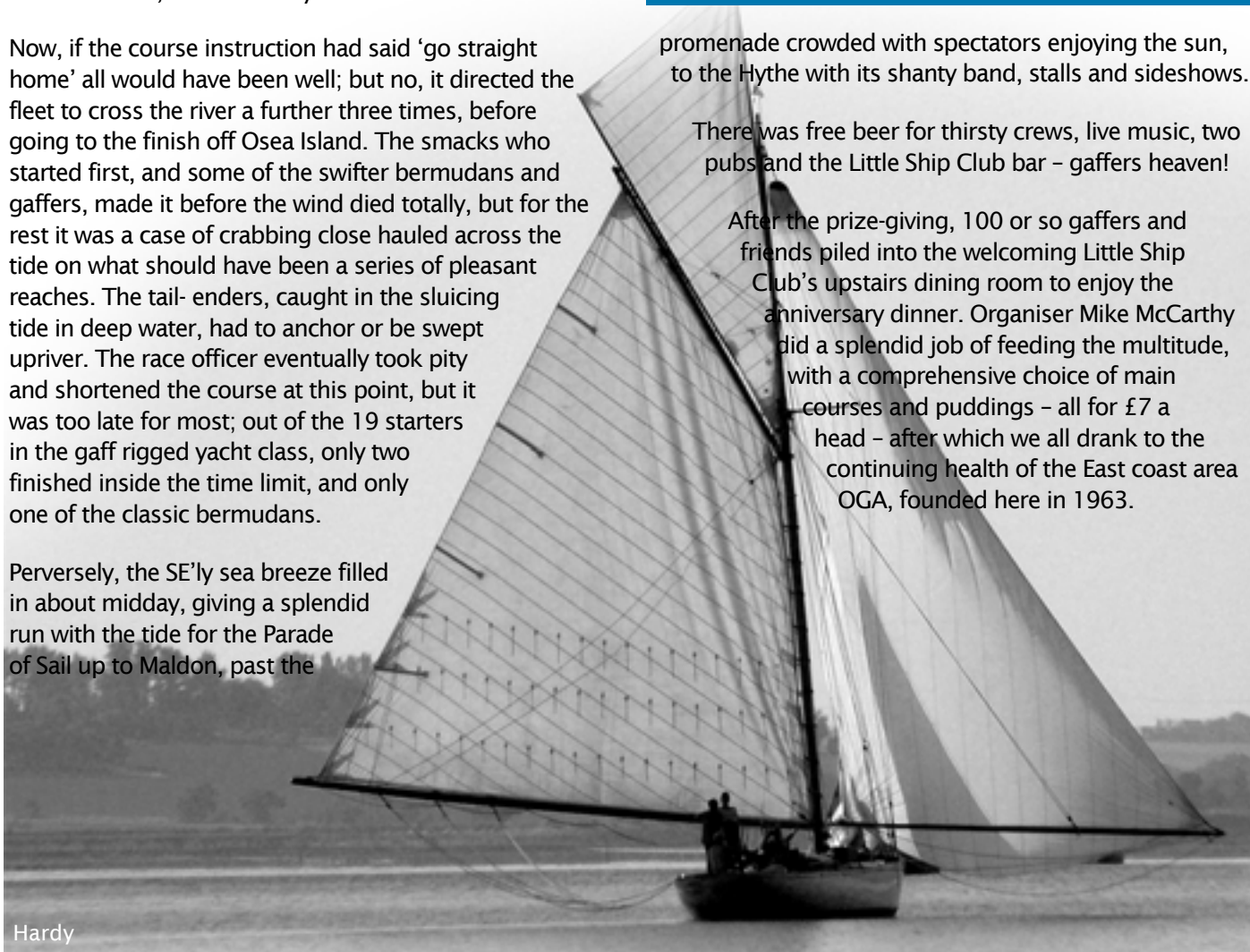
Classic wooden yachts

1st – Black Diamond Greg Dunn
No other finishers

promenade crowded with spectators enjoying the sun, to the Hythe with its shanty band, stalls and sideshows.

There was free beer for thirsty crews, live music, two pubs and the Little Ship Club bar – gaffers heaven!

After the prize-giving, 100 or so gaffers and friends piled into the welcoming Little Ship Club's upstairs dining room to enjoy the anniversary dinner. Organiser Mike McCarthy did a splendid job of feeding the multitude, with a comprehensive choice of main courses and puddings – all for £7 a head – after which we all drank to the continuing health of the East coast area OGA, founded here in 1963.



Hardy

East Coast Area Waverley Cruise 4th October 2009

It's not every day you'll find a party of 30 Old Gaffers leaving Harwich for a cruise on a 'motor boat'.

The boat in question, however, is rather special. She is respectably old, has nice lines, wooden masts, a steam engine and paddle wheels instead of propellers. In fact, Waverley is the oldest sea going paddle steamer in the world.

Having all seen her safely out of Harwich Harbour, we sailed out by Rough's Tower enjoying the morning sun. The long haul up the Wall to Clacton Pier passed surprisingly quickly, with the added interest of a young man dropping in (twice) from a low flying RAF rescue helicopter.

After a roast lunch in the dining room and collecting some more passengers from Clacton Pier, we started through the Spitway and onwards up the Thames. Most of us felt the need to spend some quality time in the engine room mesmerized by the huge, gleaming machinery effortlessly driving the paddles. If the engine room became too hot there was cool beer in the bar or a slight breeze on deck.

We passed many landmarks which were interestingly pointed out by the on board guide and having sailed under Queen Elizabeth Bridge, complete with traffic jam of course, we crossed the Greenwich Meridian, depicted by a green laser; but without doubt, the highlight of the day was steaming under the open spans of Tower Bridge, lit up in the evening twilight.

Everyone's thanks must go to Lorna Hill who organised the event and even arranged for superb sunny weather to ensure a perfect day.

Robert Hill



Dropping in on Waverly



Under Tower Bridge



The Dome from Waverley

Felgate Trophy

The Felgate trophies are awarded each year to the boats accumulating most racing points through the season, the intention being to reward skippers who make an effort to attend as many events as they can, even if they don't shine in the individual races.

This year, a total of 72 boats, including 11 bermudans, took part in one or more of the six nominated races – which is a pretty impressive total.

Summary of Results

Gaffers

1st – Charm; Robert Hill
2nd – Gwenili; Martin Goodrich
3rd – Transcur; Peter Thomas

Bermudans

1st Flamingo; Steve Meakin
2nd Elfreda; Mike McCarthy
3rd Random; Barry Edwards

Full results are on the website.

Dutch Old Gaffers

Have you ever wondered why there was a need for the OGA in the Netherlands? Sailing around over there, you will trip over gaff-rigged traditional craft at every turn of the canal, every boatyard and every marina. And for each type of boat, each flat bottom or round bottom, each Botter or Tjalk or Ijsselaak or any other kind of Aak (and there are many) there is an association or club. There is also a Cutter Club with almost as many different definitions of 'cutter' as it has members – and that includes boats with no sails at all!

I suppose there is a slight parallel over here; think of the east coast smacks, the Morcambe Bay prawners and the Falmouth working boats, they all have their associations, working together with the British OGA.

But in Holland, there wasn't an association for gaff rig, only for specific traditional Dutch craft, to the exclusion of many old gaffers, hence there was a call for a new club for gaff-rigged sailing boats of all types. So you can see why there are not very many traditional Dutch vessels in the Dutch OGA, and, as you will see from the following list of Dutch visitors, there is a very strong British influence among their boats.

Five Dutch gaffers came over the North Sea overnight 13th/14th May.

'Brandaen', owned by Han Wever, is a mighty steel smack, built at Brightlingsea to the lines of Ellen (CK222) in 1980. The Dutchman who commissioned her (it wasn't Han) wanted a smack with headroom, so she is almost 67ft overall and her beam is almost 15ft. Brandaen is a regular visitor to the East Coast and rumour has it Han and Roos may even come and give the smacks a run for their money in next year's East Coast Race.

Look out next year for 'Liberty' too. Owned by Teun Pilon, she is a Megavissey Lugger built in Cornwall in 1920 but extensively rebuilt by Teun over a period of years. LOA 52ft, beam just under 13ft, she's another giant gaffer with a pace to match.

Orm, owned by Hugo Zwanenbeek, is a modern steel boat (built 1987) – a double-ended Colin Archer type, 39ft long overall and 11ft wide, making her first trip to UK waters with this visit.

Ragamuffin, owned by Dutch OGA Sec Joachim van Houweninge, is a well known visitor to the East Coast. Built by Heard in 1970 with a fibreglass hull she is modelled on a Falmouth working boat, 41ft long including her rather bent bowsprit, but just 28ft on deck.

Raven, built in 2005 by her owner Fred Schotman, rather modestly describes herself in the newly published directory of Dutch OGA boats simply as a cutter ('kotter') but her designer is Lyle Hess, an American with quite a few boats to his name based on traditional English working vessels. [She is a sistership to the famous 'Serrafyn', which was taken around the world by Lin and Larry Pardey. Ed]. The smallest of the visitors this year, Raven is 32ft overall, 24ft on deck and under 9ft beam, but, as reported elsewhere, she still has room on board for a Cobb barbecue.



Brandaen

National Association AGM

The Annual General Meeting of the national OGA will be held on 16th January 2010 at the Cruising Association, Limehouse, London. All members are welcome and it's a chance to socialise with gaffers from other areas, and countries. After the business meeting there is a prize-giving ceremony where the following trophies are awarded;

Cape Horn Trophy

Awarded for an unusual one-off piece of seamanship undertaken in the normal course of "gaffering".

David Cade Memorial Trophy

Awarded for the most outstanding contribution to the Association during the year. This trophy is awarded by the General Management Committee (GMC).

Alan Hidden Trophy

Awarded for the best outstanding performance by a young person under 25 years.

Janty Cup

Presented to the OGA by George & Brenda Jago
Awarded for the Best Contribution to Gaffers Log by a person under 18 years.

Grumpy II OGA Youth

Double Cup in Two Halves
Engraved on the underside "Skipper" on one and on the other "Crew"
Awarded to skipper and young crew for an outstanding sailing achievement during the year.

Gaffers Globe

Awarded to a member who has undertaken a major voyage (relative to their boat and experience) during the current year.

Gaffers Tales

Awarded for the best article entered in Gaffers Log during the current year.

Trailer Section

Seamanship Trophy – Bronze Gaffer
To be presented to a nominated member of the trailer section for an act of outstanding seamanship, commensurate with their experience and boat.

If you would like to nominate anyone from the EC area for any of these trophies, please contact our secretary, Pete Elliston.

2010 Programme of Events

Your committee have been hard at work already, shaping next year's programme. The main events for your diary are as follows – remember the dates are provisional; more details are on the website and in the next Eastcoaster.

16th January National OGA AGM	London
March 6th EC OGA dinner	RBYC
April 2nd-5th Easter rally and supper	Shotley marina
May 1st-3rd Crouch rally	Fambridge
May 29th-31st Fambridge rally	Fambridge/Battlesbridge
May 28th-31st Ostend at Anchor	Ostend
June 12th-13th Swallows and Amazons	Walton and Frinton YC
June 18th-20th East Coast Race	Brightlingsea
June 26th Royal Hospital School Rally	Holbrook/Wrabness
July 17th-18th Southwold Rally	Southwold
Aug 21st-30th August Classics Cruise	Stour/Orwell/Deben
Sep 11th Maldon Town Regatta	Maldon

Boat Register

Announced at last year's AGM, the Boat Register is now ready to launch!

<http://www.eastcoastoldgaffers.co.uk/boatregister/>

But don't get too excited because at present there are hardly any boats in the Register. It's down to you now! We need your help to populate it with amazing facts about your wonderful boats and lots of gorgeous pictures. So, please sign up and get your boat on the register as soon as possible.

Signing up

Visitors to the Boat Register website can only browse the basic details. To see the full details, and to upload information about your own boat, you need to be logged in as a user of the Boat Register. Send an email to:

boatregister@eastcoastoldgaffers.co.uk

The message should include:

first name

last name

OGA No

name of your boat

Logging in for the first time

Once you receive the email containing your username and password, visit the Boat Register and login using the panel at the top right of the homepage (Fig. 1).

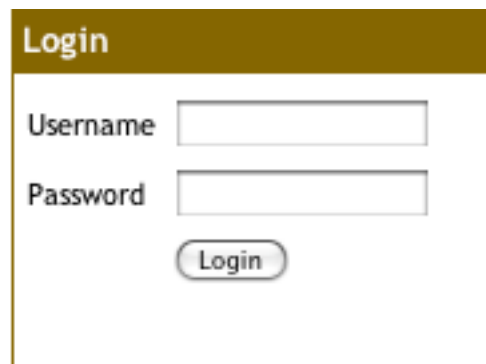
A login panel with a dark blue header containing the word 'Login' in white. Below the header, there are two text input fields: 'Username' and 'Password'. Below the 'Password' field is a blue button with the word 'Login' in white.

Fig. 1

A user profile panel with a dark blue header containing the text 'Member: JSmith logged in | Logout' in white. Below the header, there is a section titled 'My Details/Boat(s)' in white. Under this section, there are two rows of information: 'My Boat OGA No. 0' and 'Membership details'. Each row has a blue 'Edit' button to its right.

Fig. 2

Once you have logged in, the 'Login' panel changes to 'My Details/Boat(s)' (Fig. 2).

The first time you log in, please change your password to something unique (and memorable - make a note of it, just in case!).

Change your password by selecting the 'Edit' button next to 'Membership details' and then selecting 'Password Reset' from the form (Fig. 3).

A form titled 'Edit contact details for: John Smith' in a dark blue header. Below the header, there are four tabs: 'Contact Details', 'Membership Details', 'User Details', and 'Password Reset'. The 'Contact Details' tab is selected. Below the tabs, there is a line of text: 'Last Updated: 10:27:17am Sun 18th Oct 2009 By: JSmith'. The form contains several input fields: 'First Name' (with a dropdown menu set to 'Mr' and the text 'John'), 'Surname' (with the text 'Smith'), 'House/No', 'Road', 'Town/City', 'County' (with a dropdown menu set to 'Choose a county'), 'Postcode', 'Phone', and 'Email' (with the text 'john@smith.co.uk'). A blue 'Submit' button is at the bottom right.

Fig. 3

Log out and log back in again using the new password.

Complete your 'Contact Details', 'Membership Details' and 'User Details' by selecting the 'Edit' button next to 'Membership details' again (Fig. 3).

NB: no personal information is visible to people browsing the Boat Register.

My Boat

You can visit the Boat Register as often as you wish to update your boat details. Each time you submit details, including images, they are sent for approval to the Boat Register Editor. Once approved, your boat details will appear on the Boat Register.

The Editor will endeavour to publish your details as

promptly as possible.

Boat details are split into three sections. Select the tabs to find the forms.

Boat Details (Fig. 4)

Complete as much or as little of this form as you want to for your boat.

Short Description

This should be no more than a sentence or two. It is displayed in listings alongside a thumbnail image of your boat and may be seen by anyone visiting the Boat Register.

Long Description

This should be around 200-300 words in length. It is displayed as part of the boat's full details and may only be seen by logged in users (ie OGA members).

Edit details for Boat: My Boat

Boat Details Boat Dimensions Gallery

Last Updated: 10:24 am Sun 18th Oct 2009 By:

*Boat Name Previous Name/s

SSR No. Fish No. OGA No Of Reg No

Place Built Year^h

Type Class

Home Port Event Class

Website eg <http://www.myboat.co.uk>

Designer Builder

Short Description

Long

Fig. 4

Edit dimensions for Boat: My Boat

Boat Details Boat Dimensions Gallery

Last Updated: 10:24 am Sun 18th Oct 2009 By:

Hull Dimensions and Weight

Length overall (LOA) ft

Length on waterline (LWL)^h ft

Length on deck (LOD)^h ft

Beam^h ft

Draft^h ft

Depth ft

Displacement Tons

Construction method

Fig. 5

Take the measurements from your sails for mains'l, tops'l and miz'n.

For the fore triangle measure highest jib sheave to deck, and bowsprit sheave to mast.

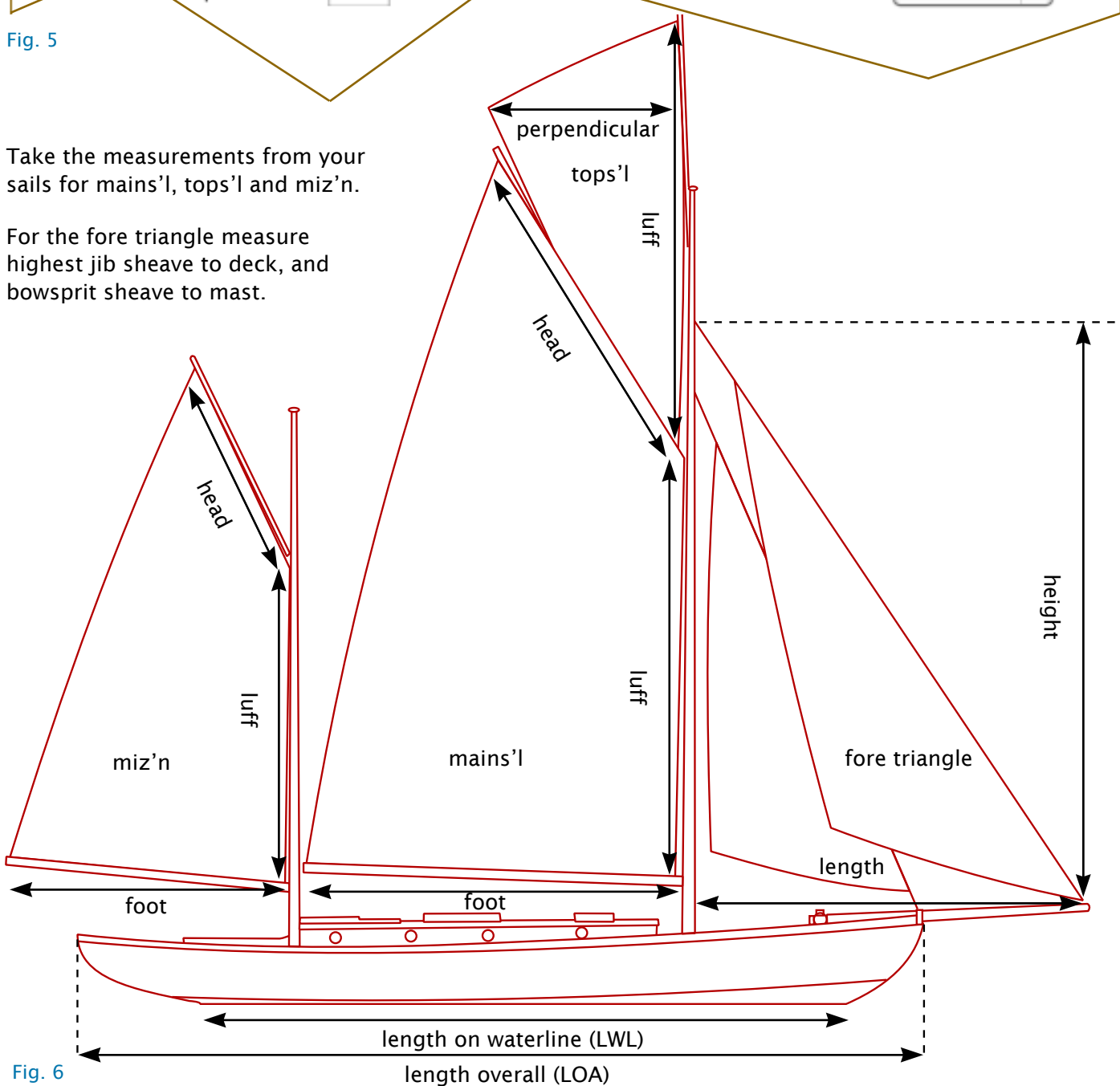


Fig. 6

Boat Dimensions (Fig. 5)

Complete your boat and rig dimensions.

A diagram illustrating rig and hull dimensions is reproduced here (Fig. 6) and will also be available from the Boat Register site.

Gallery (Fig. 7)

Each image needs to have a caption, and this should include the name of your boat.

You can upload up to six images.

These should be in JPEG format and no more than 800 Kb in size.

Select the checkbox against 'Main image' to set this image as the one shown as a thumbnail in listings and on the full details page.

Edit gallery for Boat: My Boat

Boat Details Boat Dimensions Gallery

DELETE

☐ Main image

Upload a file or click on an image to edit it.

*File name Choose File no file selected
jpeg files less than 800kb (see notes below)

*Caption

Description

Upload Image Clear

Fig. 7

Give us your feedback

The Boat Register has been tested by other OGA members but like anything new there are bound to be a few glitches no one has discovered yet.

If you have a problem with the Boat Register please email:

boatregister@eastcoastoldgaffers.co.uk

describing what happened and including the text of any error messages.

EC Area OGA Annual General Meeting and Social

Sat November 14th 2009

To be held in
Butterman's Restaurant
Woolverstone Marina

AGM 6pm -8pm

Dinner & Social eight 'til late
For tickets call 07766466431

AGENDA

- 1 - Presidential address
- 2 - Approval of Minutes of 2008 AGM
- 3 - Secretary's Report
- 4 - Treasurer's report
- 5 - Election of main committee
- 7 - Presentation of Annual Awards,
 - Francis B Cooke Trophy
 - Avola Trophy
 - Needham Trophy
 - Tom Felgate points Series
 - Bateman's Trophy
- 8 - Proposals for main AGM
- 9 - Any Other Business

Yes, it's annual general meeting time again, time to recall all the complaints you were going to make about your committee, or maybe the odd word of praise for their hard work. Seriously, it's the one opportunity you have to make your feelings known, and the committee will accept comments from the floor on the night under 'Any Other Business'. But if you have serious concerns, whether it's about the events, the handicapping system, craft eligibility or any other facet of our organisation, or if you have any suggestions to make, then please contact the area president, Peter Thomas, or the hon sec, Pete Elliston, a few days before the meeting, with a summary of your proposals, so that they can be given due consideration.

All the members of your hard working committee have said they are willing to serve for another year, but additional members will be very welcome, if only on a part time basis, helping out with the running of individual events etc. If you would like to be part of this select group, have a word with any

committee member at the AGM.

At the AGM we will be presenting the Frances B Cooke trophy for the best traditional log submitted and the Avola trophy for the best narrative or cruising log. Please submit your entries to Peter Thomas, Green Farm Barn, Barham Green, Ipswich, IP6 0QF, before the AGM.

Dinner and Auction

Dinner will be served after the formal business is completed; the cost of the meal is £11.75 per head and tickets can be reserved only through our social sec, Julia Raper, by calling her on 07766466431; numbers are limited, so book now!

Following the dinner, we will be having a fund-raising raffle (please bring a raffle prize) and then an auction, which will be your chance to bid for something very desirable.....

Fancy a chartplotter?

The owners of Bonify, Sue Lewis and Howard Wheelton, have generously donated a brand new, unused Techmarine chartplotter which they won in a raffle at the Dutch Classic Yacht Regatta, but don't have a need for. This model, S-55.02, retails at over £400, has its own internal GPS receiver and aerial and is capable of displaying AIS data, if you have a receiver. Thanks to another kind donation by R&J Marine Electronics of Levington, it comes complete with a C-Map cartridge covering the Dover Straits to Lowestoft. If you are unable to attend the AGM to bid in person for this desirable piece of kit, you can bid by telephone through a friend who you know will be there. Please don't call the venue or the organisers, they'll be busy! Alternatively, you can send sealed bids by post to Brian Hammett,

'The Crow's Nest',
36 Neptune Square
Ipswich, Suffolk IP4 1QH
to arrive by Wed 11th Nov.

Sue and Howard have requested that the money raised is divided between the East Coast and Dutch OGA areas.

Backstay

E-coaster

More than a third of our members have now opted to receive Eastcoaster by e-mail link, freeing up funds that can be used for more useful purposes. If you would be happy to receive Eastcoaster by e-mail (also, of course, giving you the opportunity to print it out in full colour), please drop a short e-mail to Mike Robertson at ecgaffers@aol.co.uk to confirm.

This issue is in fact the first to be sent out electronically, and those of you who have elected to receive it via the internet will have had an e-mail alert.

The next issue, in February, will contain the final 2010 program and entry forms for the year's events, so we intend to send a hard copy of that issue to all members.

That just about wraps up this issue; my apologies to Steve and Sue whose articles have had to be held over to the next issue, for lack of space.

So – see you all at the AGM on Nov 14th.

Send any articles, pictures, comments, items for sale etc to me,

Bernard Patrick
80 Rickstones Rd
Witham
Essex CM8 2ND
tel: 01376 516420
e-mail; bernard.patrick@waitrose.com

The next issue of Eastcoaster is due out in February 2010, so submissions by early Jan please.

Finally, could I remind members who may have changed address, please tell someone! Preferably the Association Membership Secretary Peter Lyons (tel: 02891 453099), or me, or both. On the other hand, if you have told us of your move, but are still not getting the newsletter, let me know.

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Bonify