



## AGM

**If you don't read anything else in this issue, read this:**

Your Area Annual General Meeting and End of Season Party will be held on November 20th at the Colne Yacht Club, Brightlingsea, starting at 18.00. Supper will be from about 19.30 and **you must advise Julia Raper** if you want a meal ticket; call her on 077 664 664 31 and pay her £9.95 on the night. Numbers are limited, so call now!

Hopefully there won't be much 'business' to discuss, but we will need to propose and vote for the acceptance of the East Coast Area Committee; and please note that we always welcome newcomers onto the committee or to join in sub-committees as needed, to assist in the organisation of specific events. If you feel you can help in some way then please do let us know.

Also, the committee would like to hear your views on how the area is run; are we doing it right?

In your opinion, is there too much or not enough racing or cruising? Would you like more events on the Crouch/Colne/Deben/Ore/Swale? Would you like to have more events over the winter? Can we improve the website and Eastcoaster?

## Agenda AGM 2010

- Welcome
- Presidential address
- Approval of Minutes of 2009 AGM
- Secretary's Report
- Treasurer's report
- Election of area committee
- Presentation of Annual Awards

### **Francis B Cooke Trophy**

for the best traditional log

### **Avola Trophy**

for the best narrative log

### **Needham Trophy**

winner overall points, boat over 100yrs old

### **Tom Felgate trophies**

winner overall points over the year

### **Bateman's Trophy**

to the person contributing most to the advancement of the ECOGA in 2010

- Proposals for National AGM including the 50th anniversary rally
- Any Other Business



It'll never catch on - too pointy!

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## Forestay

Charles Stock, veteran east coast sailor, recently submitted an article for Eastcoaster; unfortunately there wasn't room for it in this issue, but you will see it in the next. The big news is that Charles is finally swallowing the anchor; yes, he is giving up sailing his beloved Shoal Waters, poking in and out of the hidden creeks and inlets that make our area so special. He blames failing health and rheumatic joints for turning his back on his unique style of cruising, but I have a suspicion the real reason is his admission that he no longer has the 'get up and go', that curious compulsion that drives us to spend many uncomfortable hours maintaining our craft so that we can spend more uncomfortable hours bucketing about at sea – it's a sobering thought that this drive eventually evaporates, even in such an enthusiastic character as Charles Stock. But thanks, Charles, you've inspired me and many others to sample the pleasures of small boat cruising.

BP

## Obituary - George Jago

George Jago, keen small boat sailor and tireless worker for the National OGA, died in June this year; a quiet, unassuming man, George will be best remembered for his seven-year stint as editor of Gaffers Log, developing it into the professional-looking magazine we know today. He was also National President for three years, working in his own unobtrusive way to put the Association's finances on a sound footing in what was becoming an increasingly litigious world. George and his wife Brenda also organised the first Crouch rally, which continues to this day, and the first rally for trailable boats, out of which eventually grew the Association's popular trailer section.

It is something of a coincidence that Phil Slade, the present Gaffers Log editor, was George's neighbour for a time, and below is a piece by Phil recalling those times.

### George Jago - the early years

Lynn and I first met George in 1982, when we moved to the village of North Fambridge. George and Brenda had also moved into the village within the same week and a firm friendship soon ensued.

In those days George, Lynn and I worked in London and we all caught the same branch-line train to Wickford, where we transferred to the main line train to London Liverpool Street. Nowadays North Fambridge has a direct service, but in those long ago

days it was just a small two or maybe three carriage affair that was invariably late, and the station had no facilities whatsoever! The result was that all the North Fambridge commuters got into the same compartment in which the one Daily Telegraph (delivered to Jim Lentell at great expense) was torn page by page and shared amongst everybody, one page at a time being passed to the next person as and when the page had been read.

It became known that George worked for the Ministry of Defence, but in what capacity he never made clear, with the result that two and two were often put together and inevitably it added up to five. Those were the bad days in Northern Ireland, and it just so happened that, whenever George was away on business, it coincided with the security services notching up some success or other against the IRA. Our imaginations went wild and it was decided that George must, at the very least, be an SAS hit man!

Sailing was always high on the list of topics discussed, and George often told us of his weekend jaunts down river in 'Teal' – a little 18ft gaffer – to Burnham or Paglesham. Fired by his enthusiasm, Lynn and I bought a small boat of our own, a wreck found in the corner of a Fullbridge boatyard, which all sensible



Janty and the 'Janty Boys'

people had long since avoided. However, we parked her on our drive in front of the house and spent many loving hours working on her, with George's advice from time to time. Came the day she was finished; George and Brenda proposed a visit to the Ferry Boat Inn for a lunchtime pint to celebrate. They said they would meet us there, and arrived a few minutes after us. The first drinks were going down nicely when other mutual friends arriving at the pub asked why we were selling our boat after spending so much time and effort on her. We are not selling her, we replied, somewhat mystified, only to see the huge smile on George's face. He had made a 'For Sale' notice and duly hung it on the bowsprit, prior to joining us in the pub! Such was George's humour.



It was George who was instrumental in our joining the OGA, our old 'wreck' being at least gaff-rigged, and this brought us even closer together, and many happy times were spent in each other's company, but I would never have guessed that one day I would be taking over as Gaffers Log Editor from him, and even less that I would one day be asked to write a few words about him for 'Eastcoaster'.

We shall miss him. Whenever we went back to North Fambridge after we had left the Essex area, we used to call in on George and Brenda, to see them and to see how 'Janty' (Teal's successor) was progressing. Silly question. George was a perfectionist and 'Janty' was always 'in Bristol fashion' and it hurt him badly when the time came to sell her – his health taking a heavy toll indeed.

He was passionate about historic ships and was always first in line to approach the powers that be over any injustice he thought our maritime heritage was suffering. So, not just us – the boating world as a whole will miss him terribly.

Phil Slade – Editor, Gaffers Log

*Janty was eventually sold to Toby Bennett and Hugo Lane, who became known as the Janty boys, and Hugo has written the following recollection of the transaction, which gives another insight into George's quiet but determined character.*

June 2006 doesn't seem like that long ago but a lot of water has passed under the keel since then, not least the passing of someone whom Toby and I came quickly to know as a true friend and gentleman. Buying Janty from George and Brenda Jago that June was in many ways a straightforward transaction, but somehow at the same time it seemed far from conventional. That first cup of tea at Smuggler's Cottage (and there have been many, many cups of tea since) set the scene for an interview where, though we were the buyers, we were also the interviewees. We had questions about Janty of course, but George had questions too! I can't remember the detail, but as we chatted it seemed that we were being 'checked-out' for our suitability to buy

the boat. Such a line of questioning may sometimes be intrusive, but coming from George Jago the questions were born of a sincere concern for Janty, a passion for sailing traditional wooden boats and a genuine interest in us and what we wanted to do. Once we had taken over the boat, George was always interested to see what we were 'doing to' Janty, but he never interfered or intervened. I think the nearest George got to criticism was – perhaps – a suggestion as to how – perhaps – something might be done a bit differently! But even if there were things that we didn't do quite right, one thing overrode that all completely. George was just so happy that Janty was in good hands and so happy that we were enjoying sailing her. He handed over to us a boat he loved and huge amounts of knowledge about Janty, Deben 4-tonners, gaff-rig, the east coast and more besides. Handing on the knowledge, skills and love of sailing is an enterprise that George and Brenda have always taken to with a will. I cannot speak about all those many activities which they initiated or assisted with prior to 2006; others must take up that part of the story. But George and Brenda did talk about sailing their dinghy Barnacle with their grandchildren and we all know about their initiation of the OGA Janty Cup to encourage young gaffers to write up their experiences. Those two things, combined with all that George shared with Toby and me illustrate, for me, the immense pleasure George found in encouraging others and in seeing others enjoy that which he too had enjoyed for so many years. If it gave George pleasure to hand the boat on to us, that is at least matched by the pleasure we got from his friendship, his wisdom and his gentle generosity. We are very privileged to have owned such a lovely boat as Janty; we are hugely more fortunate to have known George Jago as well.

Hugo Lane

Janty at Paglesham

## Reports

### Southwold Beer Festival

Keeping an eye on the forecast during the run-up to this event leads many prospective participants to plan for a Friday passage to Southwold, but reports on the Thursday of a 3 metre swell outside the harbour entrance, combined with a forecast of 7s and 8s deter most. So how do ten boats finally make it there?

Friday comes and Elfreda leaves Maldon and battles down the Wallet to Levington. Gwenili pokes her dainty French nose out of the Colne but demurs. "Not today, Josephine" mutters Napoleon Goodrich at the helm and they decide to do battle another day.

Patient Griselda is the only boat to make Southwold today. Her valiant effort is hampered only by propeller problems at the entrance – to the good-humoured delight of friends in the lifeboat who help her in.

Saturday is a much better day so Ladybird slips out of Levington early and Reverie does the same from Shotley, followed by Transcur. Elfreda and Victoria depart from Levington at 5.30am. Charm stays in the marina for logistical reasons while her crew, our worthy organisers, proceed to Southwold in their sturdy gaff-rigged White Van. Kestrel and Quintet join from the Deben and by lunchtime seven boats are already safely in. But where is Witch? Reports filter through that she is hard aground in Hamford Water, to the great frustration of skipper and crew. Undaunted they float off on the next tide and, together with Gwenili (who sails all the way from Brightlingsea on one tide), join the party in Southwold Sailing Club this evening, in time for chilli con carne or bangers and mash washed down by fine ales from the

Southwold Beer Festival laid on in our honour.

(For the record, a word about the beers: despite the irreverent tasting notes below, there was a fine selection of the following real beers: Adnams Extra, Timothy Taylor Landlord, Fullers London Pride, Purity Mad Goose, Purity UBU, Meantime Pale Ale and Everards Sunchaser, plus a mystery beer. Many thanks to Southwold Sailing Club for the warm welcome. We did our best to get through the 700 pints in the time available, honestly!).

Prize-giving: Given the disrupted timetable the only race has been the passage race – won by Transcur, just beating Kestrel on average speed of passage. The traditional prize for blunders goes to Witch, as if an entire day spent leaning over at 45 degrees on a sandbank is not punishment enough. In the time-honoured tradition of Southwold events there is a prize for everyone, and, sparing you the full list, I will give you the general gist if I report that alongside "First smack", "First ex-police boat" and "First Itchen Ferry", Ladybird wins "First boat named after an insect"...

Sunday is still rather blowy. Ladybird heads for open sea and home, against wind and tide... but Henry and Chris soon realise they would far rather be on the river today! So they return to Southwold harbour and with admirable adaptability are soon busily lowering Ladybird's mast to get under the old railway bridge and join in the dinghy 'raid' to Blythburgh.

This expedition up the Blyth is a first for the Old Gaffers and a strange fleet it is that makes its way under the bridge and up river; rubber flubbers with outboards, some with auxiliary umbrella sails, rowing boats, some with proper sails, a canoe, and Ladybird looking for once positively gigantic.

After a pleasant sojourn at the White Hart in Blythburgh, with the opportunity to visit the fine Holy Trinity medieval church, some rather light-headed gaffers set out for the return trip. James Palmer takes Kestrel's tender across some very shallow water meadows and gets away with it, others are less successful.

The weekend is rounded off with an impromptu barbecue next to the various gaff-rigged vehicles on the quay and another valiant assault on the Sailing Club beers.

Well done and many thanks to Lorna Hill for yet another successful Southwold!



Raiders on the Blyth



## Tasting Notes from the 2010 Southwold Beer Festival

If you have trouble matching these rather frivolous tasting notes to each of the participating boats, read carefully the preceding report for more clues...

### Basildon Bomber

You can take the beer out of Essex, but you can never take the Essex out of the beer! A blond bombshell of a beer in the continental lager style (but this one will blow away the Girling or the Girlsberg). Subtle fruity flavours not quite masking the sweetness within. A ladies' beer perhaps?

### Summer Dream

The knives are out in this rather lively musical brew, with sharp notes outnumbering flat ones. Brimming with effervescent energy and buckets full of hoppy enthusiasm – you can't fail to be affected and before you know it you will have signed up to something.

### Spotty Headbanger

We're lucky to get this one – a short-lived summer special. Variable air draft makes it a versatile brew but mind your head! This plucky little brew certainly travels further than you'd expect and you may get the bug. (Do say "Small is beautiful." Don't say: "Small beer")

### Hubble Bubble

Hamford Trouble! This beer casts a spell on the unwary: dry at the start, it takes its time to lift off but it turns up eventually. Let it float your boat! (You may come across this beer elsewhere under the name Cover Girl.)

### Old Spotless Hen

A well-established champion beer that soars above the others. An elegant brew: streamlined and smooth. Shortcuts taken tenderly by the master brewer to avoid the mainstream give it a cheeky dry finish.

### Smack on the Bottom

It's a good traveller, and at a spanking pace: goes down well on both sides of the North Sea. Sink this beer again and again but it will keep resurfacing. Enjoy that hint of salt, and don't get wrecked!

### Old Vehicular

A weiss beer from Wolfsburg with a dark interior, the aroma improves when it is allowed to breathe for a spell. Then there's plenty of air inside for a comfortable session and a soft landing – at the end of the night it will look after you.

### Baggy-wrinkled Shaft Stopper

A local brew, but that doesn't mean things can't take a turn for the worse – and we don't just mean that tongue twister of a name. Too much of this and you may need help to be propelled home – cut loose and enjoy!

### Draft Dodger

A big beer, this one – an unexpectedly deep old brew from the Lincolnshire fens. Full of flavour with a very useful twizzle of its own: keeps control of that oh-so-dangerous wind from the rear.

### Rough Justice

One from the past, this: a stealthy little beer (softly, softly), but robust with plenty of authority. It will keep you on your toes so get out your dancing shoes: the beat goes on...

### Ooh la la!

Some changes have been made to this complex brew and it travels better than ever. An old-timer with a certain 'je ne sais quoi', complemented by rather highly strung but well-honed musical notes. Never a dull moment!

### I See No Butts

A home brew, though you would never know it. From a famous brewing district, this one has travelled the furthest and outshines the opposition. Look no further for a light but well-structured beer that allows you, after some initial hard pulling, to sit back, relax and let the world go by.

### Hiawatha Five Oh

A shallow draught, not a traditional ale like the rest of this selection, but refreshingly modern. Mass produced yet still unpredictable and full of go – but which way, and for how long? Maybe a loose cannon!

Sue Lewis and Howard Wheelton (Victoria)



## August Classics Cruise

*The August Classics Cruise week goes from strength to strength and is now the largest gathering of traditional craft on the east coast; this year we had a record fifty-two boats taking part over the week, gaffers and bermudans.*

### Saturday

The weather has not been kind to the Week in recent years, and more in hope than expectation the committee once again put together a comprehensive programme of racing and social events which the weather comprehensively demolished, but at least it was warm and sunny, up to 25 deg., on Saturday 21st as the fleet began to assemble in Ipswich Haven marina. The marina staff do a great job, clearing a whole section for the OGA, and they managed to cram in 43 boats – quite a sight. It was also a tight fit of another kind in the evening, as scores of gaffers shoehorned themselves into Brian and Lorna Hammett's penthouse for the opening drinks party.

### Sunday

The event really got under way on Sunday with the traditional light-hearted regatta in Ipswich dock; there were the usual dinghy sculling races, with sculling lessons by Pete the Knife Elliston for beginners, and the hilarious inflatable dingy sailing race, where much ingenuity is displayed in the construction of ad hoc sailing rigs, ranging from an open umbrella to complex square rigs with topsails; fortunately the course is downwind only. The regatta always culminates in a game of dinghy football, where two teams try to punt a ball into the opposing goal with inflatable dinghies, but the gaffers' competitive streak and a relaxed attitude



Spot the ball!

to rules take over and the 'game' dissolves into a very physical variant of water polo. This year, the youngsters easily beat the oldsters, by having a better grasp of tactics ie. you win by working as a team, not by just shouting and throwing water at the opposition.

After all that exertion, it was time to relax at the great barbecue put on by the Ipswich SC in the evening, where a group of volunteers served over a hundred meals to hungry gaffers and friends.

### Monday

The weather had been kind for Sunday's regatta, with light winds and sun, but reverted to type on Monday and, with F6 forecast, the organisers sensibly cancelled the planned pursuit race to Stone Point (an announcement received with loud cheers) and everyone stayed put at Ipswich and enjoyed another of Sue Lewis's hilarious quizzes at a local pub.



Young helm in Reverie

Quiz result:

1. The Quiz team (appropriate name)
2. Witch and Charlotte II
3. Timenoguys

Crews were also asked to bring along a piece of sunshine and something dry. Winners were:



The kids have possession, again



Victoria

Junior: Clytie had picked up a real ray of sunshine from a neighbouring boat. They presented a living exhibit in smiling George from Blue Moon and they kept him nice and dry with a bright yellow sou'wester.

Senior: Great Days brought a dry bag replete with a can of Canada Dry ginger ale, a packet of cream crackers, some other biscuits which were too dry even for swans to eat, dry white wine and dry cider. To supply the required ray of sunshine they included a CD of the musical 'Sunset Boulevard'.

## Tuesday

The programme was now in tatters, the fleet being in the wrong place for the planned Pennyhole Bay race, so a cruise in company to Titchmarsh was substituted, but even this was thwarted by gusts of F8 in Harwich harbour, causing most of the fleet to retreat to Pin Mill, for an impromptu party at the Butt and Oyster.

## Wednesday

At last a decent day, only F3-4, but with NE'ly 5-6 promised for Thursday, so instead of the passage race to the Deben the Pennyhole Bay race was resurrected and revised to include races for lady

and young helms. The start was on the last of the flood in a 10-15kt breeze and it was a long course too, with a seemingly endless beat down to Stone Banks via Pennyhole, in the faltering wind. The best strategy seemed to be to take a long board over to the shore to escape the tide; those that didn't arrived late at Stone Banks and found insufficient wind to stem the ebb, and those that did were faced with a crawl back to the finish at Levington in the disappearing breeze and a thin drizzle. How ironic after the gales of the previous days. The results were instructive; the first four places in this long race were taken by either lady or junior helms; I'm not sure what this means – maybe these crews are better than we realise!

## Thursday

What a dismal day; it poured with rain all day. The programme called for dinner at the Ramsholt Arms on the Deben in the evening, and we did get there, courtesy of two luxury coaches from Levington! This proved so popular that there were more punters than if we had sailed there; 87 gaffers and friends piled into the marquee and overflowed into the bars to enjoy a great meal of beef stew and fruit crumble. Then there was prize giving, where the new ladies' race prize was presented; it is a gorgeous silver trinket box, holding a little notebook in which the winners' names are recorded. This imaginative trophy was commissioned and presented by Bruce Mackenzie,



Ladies helm trophy



owner of Witch for over 40 years and arguably the east coast's oldest Old Gaffer, and was won by a very pleased Beverley Parker, helming Kestrel in the race. Then it was back to the bar for the gaffers scratch band and, come closing time, a dash of a few yards to a dry, warm coach; much better than struggling down a muddy slipway with a dinghy. At low tide. In the dark. In the pouring rain. Are gaffers getting soft, or just sensible?

### Friday

The forecast wasn't too bad, so the committee hastily organised another race to replace the Seaways Bell event – usually a passage race back from the Deben – with a fairly short jaunt out to Pye End and back, in a pleasant N'ly 3-4. Crow won this one, with Victoria a mere 15 secs behind on corrected time, while Rhumba headed the bermudans. In the evening we all descended on the Pin Mill SC for an excellent barbecue, ably organised by Mike Robertson and his band of helpers.

### Saturday

The weather continued to co-operate, with a forecast of W'ly 3-4, occ.5, so the programme was at last back on track with the Two Rivers race to Wrabness, with a further race up to Mistley tacked on the end, just in case you weren't totally zonked by the long beat up the Stour in the by now more than occasional F5, gusting 6. The start at Levington was rather ragged; an 09.00 briefing for a 10.00 start was bad news for the boats moored at Pin Mill. Crow won this one as well, in spite of being late at the start, his powerful rig revelling in the washing-machine conditions up the Stour.

The fleet continued up to Mistley, to raft up alongside the quay just as in the old days, and an opening section of the infamous fence was magically unlocked to allow weary crews to swarm over to the Thorn, where beer and sandwiches were on offer. The Thorn trophy was awarded to the



Janner

fastest corrected time from Wrabness to Mistley and was won by Victoria, with Quintet as the leading bermudan.

### Sunday

A less challenging day, after yesterday's exertions, as the fleet made its way to the Suffolk Yacht Harbour at Levington for the final day of the cruise. And it was back to normal summer weather, W'ly F6-8, so it was time for boat visiting, socialising and model boat construction and racing before the big dinner and prizegiving in the evening. The premier trophies for the maximum points scored in the week went to gaffers Kestrel, ahead of Crow by a single point, with the small but perfectly formed Victoria third, while Random beat Quintet and Quiet Days in the bermudan class.

So, in spite of all the weather could throw at us – again – the Classics Cruise was definitely a success and enjoyed by all, and everyone's thanks must go to the organising committee of Pete Thomas, Pete Elliston and Brian Hammett and countless helpers for coping so brilliantly with the ever-changing weather.

Roll on next year.

BP



Bona well reefed



## August Classics Results

### Gaffers

| Boat Name     | Penny-hole Bay | Seaways Bells | Two Rivers | Mistley Thorn | Total Points | Overall Position |
|---------------|----------------|---------------|------------|---------------|--------------|------------------|
| Kestrel       | 2              | 3             | 3          | 8             | 8            | 1                |
| Charm         | 3              | 4             | 2          | 4             | 9            | 2                |
| Victoria      | 8              | 2             | 19         | 1             | 11           | 3                |
| Janner        | 7              | 7             | 4          | 3             | 14           | 4                |
| Bona          | 5              | 5             | 5          | 18            | 15           | 5                |
| Transcur      | 4              | 6             | 9          | 7             | 17           | 6                |
| Crow          | 15             | 1             | 1          | 18            | 17           | 6                |
| Reverie       | 9              | 9             | 6          | 6             | 21           | 8                |
| Molly Cobbler | 6              | 8             | 8          | 18            | 22           | 9                |
| Clytie        | 1              | 14            | 15         | 9             | 24           | 10               |
| Witch         | 13             | 10            | 13         | 5             | 28           | 11               |
| Letty May     | 19             | 21            | 7          | 2             | 28           | 11               |
| Ro An Mor     | 12             | 11            | 10         | 10            | 31           | 13               |
| Ellen         | 11             | 13            | 11         | 18            | 35           | 14               |
| Robinetta     | 15             | 15            | 17         | 13            | 43           | 15               |
| Charlotte II  | 19             | 21            | 12         | 12            | 43           | 15               |
| Twinkle       | 19             | 21            | 14         | 11            | 44           | 17               |
| Maryll        | 15             | 12            | 23         | 18            | 45           | 18               |
| Rely          | 14             | 17            | 19         | 18            | 49           | 19               |
| Nokomis       | 10             | 21            | 23         | 18            | 49           | 19               |
| Three Sisters | 15             | 17            | 23         | 18            | 50           | 21               |
| Moonstone     | 19             | 21            | 16         | 18            | 53           | 22               |
|               |                |               |            |               |              |                  |
| White Moth    | 19             | 16            | 23         | 18            | 53           | 23               |
| Kajan         | 19             | 17            | 23         | 18            | 54           | 24               |
| Ladybird      | 19             | 17            | 23         | 18            | 54           | 24               |
| Noorderzon    | 19             | 21            | 18         | 18            | 55           | 26               |
| Calidris      | 19             | 21            | 23         | 18            | 58           | 27               |
| Cormorant     | 19             | 21            | 23         | 18            | 58           | 27               |
| Kelpie II     | 19             | 21            | 23         | 18            | 58           | 27               |

### Bermudans

| Boat Name      | Penny-hole Bay | Seaways Bells | Two Rivers | Mistley Thorn | Total Points | Overall Position |
|----------------|----------------|---------------|------------|---------------|--------------|------------------|
| Random         | 2              | 2             | 2          | 2             | 6            | 1                |
| Quintet        | 8              | 5             | 3          | 1             | 9            | 2                |
| Quiet Days     | 8              | 3             | 1          | 7             | 11           | 3                |
| Maid of Tesa   | 3              | 4             | 9          | 7             | 14           | 4                |
| Nancy Blackett | 4              | 11            | 4          | 7             | 15           | 5                |
| Rhumba         | 8              | 1             | 9          | 7             | 16           | 6                |
| Morgaine       | 1              | 11            | 9          | 7             | 17           | 7                |
| Elfreda        | 8              | 6             | 5          | 7             | 18           | 8                |
| Zircon         | 8              | 11            | 9          | 7             | 24           | 9                |

## Pin Mill Regatta

On September 4th the East Coast Old Gaffers descended on the Pin Mill Sailing Club. We have used the excellent facilities at the PMSC over the past two years when on our August Cruise. The weekend after the August Cruise is the Pin Mill regatta where there are usually six different classes for racing. Their regatta, like many sailing clubs', has had declining entries over the past few years. Last year there was only one entry in the Gaff Class. As an association we thought that we could help out clubs like Pin Mill by promoting their event.

This year with the "rent-a-crowd OGA" we had 14 in the gaff class, and the gaffers represented 50 % of the regatta entries. This was the biggest gaffer fleet the club has had for more than 20 years. The start was a real sight with much of the river being taken up by gaffers jostling for position. The start was quite crowded, an advantage being gained by those on the Pin Mill side of the line. One entrant had a close encounter with Potter Point.

We had smacks, a bawley and gaffers of all sizes, but perhaps the most interesting entry was 'Fatso the Blagger', a sandbagger 20ft on deck but around 50ft overall with her enormous bowsprit and long boom. She was built by Mick Newman of Spirit Yachts around 15 years ago, in the style of the vastly overcanvassed

'sandbaggers' of the American east coast in the late 1800's, but built of epoxy strip plank and using human ballast on trapezes rather than moveable sandbags. Fortunately for the rest of the fleet it was Fatso's first sail with her new owner. The six-strong crew complete with trapezes were working really hard to keep the boat upright and on course. Quite quickly the fleet spread themselves out, with Charm leading the way followed by Fatso. As we got further down river Fatso was having problems pointing high and Transcur slipped past. Clytie and Victoria were lining up to catch Fatso in the harbour when the crew of Fatso began to get it together and started to make better progress. They retook Transcur near Pye End. It was windward work all the way to Pye End and Outer Ridge, but once round the outer mark and onto a reach Fatso took off and passed Charm to take line honours. Clytie and Victoria were neck and neck all the way back up the river, crossing the finish line fourth and fifth just seconds apart, with Victoria winning the gaffer class on corrected time.

All boats got home safely and the crews spent the evening in the Pin Mill sailing club for the second time in eight days. A real success for the club and a good day out for the Old Gaffers.

We now need to pick another club for next year.

Pete Thomas

## Pin Mill Regatta Results

| Boat           | Type        | THcF  | Finished | Elapsed  | Corrected |     |
|----------------|-------------|-------|----------|----------|-----------|-----|
| Victoria       | Police boat | 0.848 | 14.58.44 | 04:58:44 | 04:13:20  | 1   |
| Charm          | Gaffer      | 0.969 | 14.30.01 | 04:30:01 | 04:21:39  | 2   |
| Clytie         | Gaff Cutter | 0.882 | 14.50.58 | 04:58:58 | 04:23:34  | 3   |
| Grebe          | Shrimper    | 0.838 | 15.19.51 | 05:19:51 | 04:28:02  | 4   |
| Quiz           | Smack       | 0.876 | 15.11.37 | 05:11:37 | 04:32:59  | 5   |
| Transcur       | Smack       | 1     | 14.34.46 | 04:34:46 | 04:34:46  | 6   |
| Reverie        | Gaff Cutter | 0.897 | 15.12.25 | 05:12:25 | 04:40:14  | 7   |
| Ellen          | Tamarisk    | 0.888 | 15.40.45 | 05:40:45 | 05:02:35  | 8   |
| Gwenili        | Gaff Yawl   | 0.959 | 15.20.47 | 05:20:47 | 05:07:38  | 9   |
| Fatso          | Spirit Gaff | 1.3   | 14.08.38 | 04:08:38 | 05:23:13  | 10  |
| Gladys         | Bawley      | 1     | 15.48.53 | 05:48:53 | 05:48:53  | 11  |
| Bumble Chugger | Shrimper    |       |          |          |           | DNF |
| Kelpie         | Canoe Sloop |       |          |          |           | DNF |



Transcur and Fatso



## Woodbridge

The Woodbridge Maritime Festival took place on the weekend of Saturday 11 and Sunday 12 September. As many of us will be aware, on this particular occasion this Festival clashed with at least three other major events, resulting in fewer boats in attendance than may otherwise have been expected. That said, 'Nancy Blackett' turned up as well as the 'half' barge Dinah, smack yacht Lillibullero, smack Quiz and bawley Mary Amelia as well as a fleet of smaller Simper-owned boats – all of whom acted as hosts to many visitors over the weekend.

For once the weather was kind to the participants as well as to the thousands of members of the public who turned up to soak up the sunshine and atmosphere. Several people took the opportunity to set up a stand in Whisstock's shed, including Starfish Books (Claudia Myatt) and Seafarer Books (Patricia Eve) as well as Paul and Jo Masters with their company Wildwood.

Music emanated from all quarters, from sea shanties to brass ensembles. The Normans camped on a field adjacent to the Model Yacht Pond and were (considering their threat to rape and pillage) quite well behaved. I expect it was down to the muntjac deer that they roasted over an open fire over the weekend.

It was one of those weekends that happens now and again when everything goes right, and which seems to be over far too quickly.

Well done Woodbridge, and let's hope it is not too long until the next Deben-based Maritime Festival.

Mike Robertson

## Maldon Town Regatta

Well, what was the Maldon Town Regatta like this year? From a few quotes – 'tiring', 'survival conditions', 'character-building' – you will gather that it wasn't a repeat of the flat calm we had last year. Organiser Gerry Courtney was interviewed by Radio Essex on the morning of the race and said it should be a good race, with a forecast of SW'ly 3-4, being unaware of the Coastguard's promise of F5-6.

It had been a quiet night for the fleet moored up in West Mersea in readiness for an early start at the Nass Beacon, unless you hadn't noticed it was almost the lowest tide of the year – at least one gaffer was very late at the start as a result. Thirty smacks, gaffers, ECODs and classic bermudans came out for the start, together with a leavening of modern cruisers, almost all well reefed down, not a topsail in sight. Although there were three staggered starts, the first mark was quite close and could be fetched in one board from the start line, which resulted in a crowd of boats arriving in a heap, calling 'politely' for rights. A long run down to the mouth of the Colne spread out the classes in the strengthening wind, now gusting F6 or 7, but led to some excitement at the gybe mark. Then it was a long, long beat to the finish off Osea, fortunately with a spring flood to help.

Of the traditional boats, the 49ft Summers and Payne cutter Hardy was first across the finish line off Osea – a suitable finale to her 100th year – having covered the 14-mile course in just over 2 hours. The big smack Maria was next home, while Primrose was the quickest of the smaller smacks, trailing Maria by only 2 minutes.

The two 19ft Memories fought hard in the gaff class, Turnstone beating Letty May by only a second on elapsed time, but Saltair was the surprise

'High Water Mark' playing at the Festival

Eastcoaster 85



Turnstone

winner of the class on corrected time, with Hardy second and Turnstone third.

In the classic wooden bermudans, the YW Diamond class keelboat Black Diamond was first across the finish but was beaten into second place by the Sterling class Rhumba on corrected time.

The fleet then anchored up off Mundon Stone for lunch, but later finishers had barely time to down a swift beer before it was time to start the Parade of Sail to Maldon Town. This is where sport gives way to spectacle; there are no handicaps, the



Hardy

first across the finish in each class is the winner. To avoid total mayhem, the smacks started 10 minutes ahead of the rest, but it was still quite a sight to see the big smacks mixing it with modern bermudans, short-tacking up Colliers Reach.

## Race One Results

### Large smacks and bawleys

Maldon Town cup - Maria

Second - Sallie

Third - Charlotte Ellen

### Small smacks and bawleys

Oyster trophy - Primrose

Borough Arms shield - Lizzie Annie

Third - Fly

### Gaff rigged yachts

Jon Wainwright trophy - Saltair

Second - Hardy

Third - Turnstone

### Classic yachts

Chamber of Commerce shield - Rhumba

Second - Black Diamond

### West Solent class

Fuller cup - Mischief

### ECOD's

Danny Bright Memorial trophy - Wizard

Worlds trophy - Wraith

Third - Empress

### Gaff rigged cruisers

Ind Coope cup - Molly Cobbler

### First over start line

Downs Rd Boatyard shield - Cormorant

### First classic boat home

Del Delaney Memorial trophy - Hardy

### Last boat on corrected time

Mollusc trophy - Fanny of Cowes

## Parade of Sail

### All Smacks

Butts Yardley Memorial cup

Lizzie Annie - Bob Fawkes

### Gaff Rigged Yachts Over 24 Feet LOA

1st The Marine Event Management Cup

Hardy - Noel Probyn

### Gaff Rigged yachts under 24 feetLOA

1st Cherub Challenge Trophy

Fanny of Cowes - Nigel Waller

### Wooden Bermudan Yachts

1st Alliance Shipping Trophy

Black Diamond - Greg Dunn

### Modern Yachts

1st Mulville Family Cup

Fidelia - Malcolm Fawkes

### West Solents

1st Maldon Crystal Salt Picture

Mischief - Kevin Fuller

### East Coast One Design

1st Blackwater Cup

Wizard - Sean Jacob





End of a long day

Lizzie Annie led the smacks home, with Hardy and the Itchen Ferry Fanny of Cowes winning the large and small gaffer classes. First classic bermudan was Black Diamond.



Stella Maia

After the day's excitement and exertion, all the crews were happy to take advantage of the free beer on offer at Taylor's yard before attending the prize-giving on the Hythe and then crowding into the Queen's Head or the Maldon Little Ship Club for more post-mortems on the day's events.

For Old Gaffers Association members, the day was rounded off by a splendid Anniversary supper at the MLSC, laid on by OGA committee members, to celebrate the founding of the area in September 1963.

BP



Fly at Maldon

## Forthcoming Events

### Fiftieth Anniversary Celebrations 2013

I'm starting this section with news of an event which is more than two years away, but which should be engaging our attention now; that is, the celebration of the fiftieth anniversary of the formation of the National OGA in 1963.

Currently, there are plans for a major rally at Cowes, to take place immediately following Cowes Week in August 2013, in which all areas will participate, with feeder rallies at, for example, Great Yarmouth and Ramsgate, to bring the fleet together. More precise details will emerge at the national AGM in January, but meanwhile we would like to hear any suggestions or comments you might have, at our area AGM next month.

### Enkhuisen 5/6/7 November

If the average UK boat show is not to your liking, why not visit the International Boat Show at Enkhuisen not far from Amsterdam? This show is devoted to the building, maintenance, restoration and conservation of classic and traditional boats. Designers, shipbuilders, carpenters, riggers and suppliers are on the spot to discuss materials, methods and products. Maritime heritage organisations, class associations, charterers, insurance companies and brokers offer their services. Craftsmen and other experts demonstrate and discuss their work. Over one hundred vessels are exhibited indoors and in the harbour, on show or for sale.

This sounds such an appealing event that a group of EC gaffers are planning to go; if you would like to join them, or travel independently, details are on our website. Otherwise contact Lorna Hill, who can advise on travel arrangements (train and ferry). She can be found on E-mail: lh.rh@barnvets.myzen.co.uk Tel: 01473 730661

### AGM - 20th November at the Colne YC Brightlingsea 18.00hrs

You will have seen the notice in this issue, so I won't bang on about it; just to say please come, this is the one opportunity you have of meeting the committee, airing your views and expressing your concerns. And remember it's at Brightlingsea this year, not Ipswich or Woolverstone!

If you want to come by boat, the harbour master says there will be plenty of room on the pontoons and a launch service will get you back on board.

### Essex Police Marine Division

#### Fri Nov 26th at the Orwell YC 19.30hrs

All you ever wanted to know about the river police but were afraid to ask; well, come to a presentation by the Essex police marine division about their work and be enlightened.

More details from Mike Robertson on 01473 327115.

## Backstay

Speaking of presentations, I recently attended a talk on 'Essex and Suffolk Boatyards and Boatbuilders', organised by the Ipswich Maritime Trust. It was given by Mike Davies, whom some of you may remember as a yacht broker running his business, Marine Traders, on the east coast. Visiting many boatyards, boat builders and marinas from Kings Lynn to the Thames in the course of his work, Mike realised that East Coast boat building was an endangered and fragile business, and he was determined to record as much information as possible on the yards and personalities before it was too late. From his extensive collection of marine books, photographs, yacht brochures, interviews and anecdotes, collected over some forty years, he put together and published a book recording what he had seen, concentrating on the area from Southwold in the north of Suffolk to Canvey Island in the south of Essex - visiting every river and creek and inland boatbuilder. Sadly, the first edition is now out of print; however, moving with the times, Mike has now put the complete book onto a DVD, playable on your PC or laptop, which is on sale at £10.00 including post and packing. If you would like to order a copy or want more information, e-mail him on mike.davies43@btinternet.com

*Back to the technical stuff; do you know how to calculate the correct length of oars for your dinghy? No, me neither, but here is the answer, taken from a Collars newsletter - and they should know, having made oars since the 1930's.*

First calculate the outboard oar length;

- measure the beam of your boat in inches, or more precisely, the distance between the oarlock pins

- add 8.5, - divide by 2, - multiply by 2.45

Now calculate the inboard length;



- beam of boat , - divide by 2, - add 2.25

Add inboard and outboard lengths.

It's obvious that using this formula, the oars will overlap by 2 1/4 ins at the inboard end and although it's traditional, I personally don't like rowing with my hands crossed. Applying the formula to my dinghy, I find I should have 8ft oars, whereas in fact they are 5ft 6in; but they do fit neatly under Molly's cockpit side decks.....maybe the formula works better for elegant skiffs than stumpy prams.

BP

Finally, many thanks to all those who sent in articles and photos; there's not space to credit everyone, but I'm specially grateful to Emily Harris, Sue Feather, Sue Lewis, the PMSC website and the Maldon Town Regatta committee.

The next issue of Eastcoaster is due out in mid-February 2011, so submissions by mid-January please, to the editor at the snail or e-mail addresses below; personal experiences of events are particularly welcome.

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Could I also remind members who may have changed address to tell me, please? On the other hand, if you have told us of your move but are still not getting the newsletter, let me know. Thank you.

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## Boat Register

Don't forget! The Boat Register still awaits your boat's details and pictures. So far there are over 50 boats published. It would be nice to get this up to 100 by the AGM.

[www.eastcoastclassics.co.uk/boatregister/](http://www.eastcoastclassics.co.uk/boatregister/)



Com'on there's no point talking to him. He's stuck in the past.