



Forestay

Not all that long ago, when Jon Wainwright was Sec., I can remember him saying wearily at a committee meeting, 'Eastcoaster is out soon and I don't have any pictures; please let me have pictures!' Now, in the age of digital cameras, everyone thinks they're Beken and goes clicking away with abandon, filling their multi giga-byte memory cards. And sends all the images to me, without any captions.

I shouldn't complain, better feast than famine, but it is getting a bit out of hand, for example, since the last Eastcoaster in June, I've received 388 photos – maybe a few less, since there is an element of double counting, as my filing system is groaning under the strain. Oh, plus 189 MB of videos, just to keep my hard disc on its toes. But the main problem is the absence of captions; Richard Giles and I spent a pleasant few hours recently identifying and captioning photos of recent events, in order to implement Richard's scheme for the 'pictures' section of the website - more of this anon. But we're not clairvoyant and some lovely shots will remain un-named.

So what's to be done? First, can I ask that anyone sending in pictures, whether by email or on CD, trawls through them first and is more selective; edits out any which are technically substandard, out of context or plain repetitive. And then do a bit of cropping to bring the main subject closer, or chop-out someone's arm or an intruding white plastic bermudan. Finally, add a caption if you can; I can usually tell from the file date what the event was, but confirmation would be nice, as would be the name of the boat/person/scene. On the other hand, if you have a great shot but can't identify the boat, still send it in and we'll put it on the website to see if someone else can help.

Which brings me to the 'pictures' section on the website; it is already a vast but sadly anonymous archive and growing exponentially, so Richard has suggested revising the layout to group images by event, and captioned with name of boat and/or skipper, so that pretty soon we will all recognize each other on the water.

End of lecture; serve me right if I don't get any more pictures this year!

Bernard Patrick, Editor



Orwell Barge Race

In this Issue

Forestay

Ostend at Anchor

RHS Trafalgar Rally

East Coast Race – Brigaff

Swallows and Amazons

Southwold Rally

Harwich Sea Festival

Future Events

Backstay

Oostende voor Anker: 22nd - 25th May 2008

The Ostend at Anchor boat festival is unusual in that, having arrived, there is no need to do anything as strenuous as racing or even cruising; one just moors up in the historic Mercator Dock and has a good time socialising.

The Mercator Dock is in the centre of Ostend and is the permanent home to one tallship, the Mercator, a 3-masted 778 ton training ship of the Belgian navy, built in 1931 and now a floating museum. For the Ostend at Anchor festival she is joined by over a hundred old or old-style boats. The Dock is stripped of its finger pontoons and modern yachts for the occasion and filled up with old sailing boats, working boats and steamboats – even replicas are admitted, which was lucky for East Coast Old Gaffer Bonify (designed in 1924, launched in 1993).

Ships were due to arrive in Ostend from Wednesday; the chosen theme was 'Belgians at the South Pole' with exhibitions and demonstrations from Thursday through to Sunday, and shanty bands galore for the duration on two or three stages around the Dock.

This festival is just perfect for Old Gaffers: not one of those classic boat gatherings with nothing but gleaming varnish and chrome, instead a jumble of interesting boats; a group of enthusiasts camping on board their steel salmon-fishing flatboats under canvas awnings, several typical snub-nosed Dutch barges, square-riggers taking trips out to sea with hardly a matelot in sight, Liverpool lifeboat 'William and Kate Johnston', racing boats, fishing boats, cargo boats, tugs and rowing boats - river boats are included too as they can reach Ostend via European inland waterways without ever taking to sea.

Avola, Bonify, Elfreda, Flamingo and Random represented the OGA East Coast Area, crossing the North Sea in rather lumpy conditions left over from gales in the previous few days. Conditions prevented more from attending. Not just the rough seas but problems with a canal lock out of commission and other mishaps meant that numbers were down by about 40 on the expected turnout.

A warm welcome awaited us: Bonify tied alongside one of the big 3-masted ships in the outer harbour on arrival and her crew offered us beer while we waited to lock in! Flamingo demonstrated her answer to rising diesel costs by hitching a tow into harbour from petrol-powered Elfreda: the skipper then spent the next few days tinkering unconvincingly with his fuel tank - perhaps to avoid shopping trips? There were no berthing charges



The Classic Fleet at Ostend

(for up to a week if needed), and free showers – but a charge of 40 cents to use the toilets! Rubbish was collected each morning from the boat – what service! East Coast venues take note.

There was plenty to do during our stay: Howard donned boiler suit and disappeared happily into Bonify's engine room while Hon. Sec. PTK made quality assurance checks on the liquid provisions, claiming to be an expert on pressure vessels, then posed for visitors with full splicing kit in action on newly acquired bargain rope (practise your French and order your own now at www.cordagesgautier.com). Sarah meanwhile ploughed through pages of timetables, planning the epic return to Manningtree by public transport (you will have read her account of this in the last Eastcoaster) while cabin boy Owyn entertained us all, proving that the 'old' in 'Old Gaffers' is largely redundant. Then, if perhaps a little distance from the shanty bands was needed: a lovely long sandy beach within 10 minutes walk, the town centre even nearer with shopping, coffee shops, bars and restaurants and trams running both ways along the Belgian coast. But take note – if you had travelled to Belgium in search of Moules Frites this festival did not take place during the season for local Moules and some strange Belgian Health and Safety law (if we understood correctly) means that some restaurants don't serve Frites at all!

In addition to these pleasures there were some responsibilities for participants too: in theory it was 'open ship' every morning and afternoon of the festival, although in practice we found that most visitors stayed on the pontoons. And of course some of us did feel duty bound to accept an invitation to march (yes – full marching band

in front) to the Town Hall to accept an early-doors drink from the Mayor. If 11am seems a little early for wine then what can you do if the alternative is local 'Tripel' beer at 9.6%? (Well, OK, there was apparently orange juice available too...) Each ship was presented with a smart enamel souvenir plaque and an invitation to come again next year. If the boat is ready and the weather is kind we'll be there!

Dates for the 10th Ostend at Anchor festival are 29th May – 1st June 2009. An application form can be downloaded from: www.oostendevooranker.be

Howard and Sue, 'Bonify'



Howard sorts Bonify's bilges

Royal Hospital School Trafalgar Rally: 14th June 2008

The weather forecast for the RHS weekend was as auspicious as the date – Friday 13th, promising rain with light and fluky winds.

Competitors began arriving on Friday evening, so as not to miss breakfast at the School; this included croissants, bread, cheese, ham, juice, tea - this is not your average school. Then there was a tour of the school's 'Collingwood' house and the magnificent chapel, before it was time to get back on board and make ready for the afternoon's racing. The breeze was now falling away, so race officer Mike Gooding wisely shortened the course for the OGA fleet to Shotley and back, rather than the long haul to Pye End. The W/NW'ly breeze was anywhere between F4 and nil, but all the starters got round, with Fanny of Cowes first home. Nigel had to be content with 5th place on handicap though. The winners on corrected time were Robert and Lorna Hill in Charm, ahead of Kestrel and Mole.

Half a dozen boats, including four of the School's Shrimpers contested the smaller class, sailing a shorter course within the upper Stour. However, the course was short of water as well as miles, the initial leader Spindrift finding the mud off Holbrook and then Samphire also running aground trying to round Stutton beacon at dead low water.

Then it was time to return to the moorings at Wrabness and maybe a quiet snooze for some, before the evening barbecue, but not for the catering staff, Pete Elliston, Keith Watson, Julia Raper and Wendy Weatherill who beavered away to produce a splendid meal on the beach at Wrabness, enjoyed by all, including the fourteen School students who had crewed their Shrimpers during the day.



Ariel powers up the Stour



Kestrel on her way to 2nd place

After the prize-giving it was time to thank all those folk who help to make the event the success that it is; the Royal Hospital School and especially Andy Woolard our contact there and Peter Page their bosun, and our own Phil 'The Rib' Weatherill with his support boat; and not least, prime organiser, Mike Robertson.

Just before 11:00 pm, it began to rain on the now deserted beach; what timing!

Results: OGA race

1st Charm, Robert and Lorna Hill
2nd Kestrel, James Palmer
3rd Mole, Tony Brett
then Ariel, Fanny, Reverie, Charima, Bonify,
Transcur, Robinetta.

East Coast Old Gaffers Race weekend: 20th -23rd June 2008

Hot sun, fluffy cumulus, a nice F3-4 westerly with enough shifts to make it interesting and to pass ahead of that chap who thought he had you nailed – can this really be an OGA event? It was indeed, in fact it was the final race of the Brightlingsea weekend, to West Mersea for a seafood lunch.

But it hadn't begun like that; when the 55 entries started to arrive at Brightlingsea on the Friday, to be efficiently and courteously shepherded to their berths by the friendly harbour staff, the forecast for Saturday's big race was light winds and rain. In fact the day arrived with a nice F4 SW going SE, but overcast skies and a fine drizzle. Can this be June?

Saturday

Race officer Peter Maynard set a sensibly short course in view of the uncertain forecast, down Colne from the start off Bateman's Tower and then up the Blackwater, giving a beat against the flood to begin with, which sorted the men from the boys and then a succession of close and broad reaches around the WMYC marks, before a reach up to the finish at Bateman's Tower with the last of the flood; unless you were an unlucky tail-ender, in which case you had the spring ebb to contend with as well.

It was a day for the old timers – the combined age of the first three boats on corrected time was an impressive 348 years – with Nigel Waller's Fanny of Cowes coming first, followed by Class 1 leader Robin Page in the smack Primrose ahead of third place David Barnett's East Coast One Design Chittabob IV.



Robert and Lorna Hill won the cruiser trophy in Charm

The two 19 ft. Memories of Roy Hart and Nick Hillman, although the smallest boats in the race, finished 4th and 6th, sandwiching James Palmer's immaculate Kestrel. In fact, the spread of size and variation in designs over the leading ten boats illustrated the essential fairness of the OGA handicapping system, which seems to work as good as any other, as long as the weather is not too extreme.

The Bermudan class which started 30 minutes after the Gaffers, was won easily by Clive Church in Rhumba, but it is interesting to compare Rhumba's actual time with the leading Gaffers, over the same course; Rhumba was actually slower than Primrose and Chittabob and quicker than Fanny and Kestrel by less than a minute – so much for the triumph of the triangles! (But I can hear Clive saying 'just give us a good windward leg, and we'll show you').

On returning to Brightlingsea, the first thing skippers should have done was to complete and hand in their declaration at the race office. This is not just a formality; with the responsibility for more than fifty boats and over a hundred crew, it's vitally important that the organisers know that each boat has returned safely. Incidentally, the race office was almost palatial, compared to the oar shed we have occupied in previous years, being an unoccupied retail unit in the new waterside development, kindly loaned by Hampstead Homes.

Paperwork complete, there was the usual free beer at the smack dock for all crews, before moving on to the race office for prize-giving. This was unusual in that it not only started on time, but was despatched in double quick time, Area President Rob Williamson presiding and the charming Mrs. Doug Stone presenting. Mr Stone, Deputy of the Cinque Port Liberty of Brightlingsea and his wife had been our guests throughout the day and had officially started the race in the morning.

Winners and losers alike then congregated in the Colne YC for a buffet supper and the chance to relive the race over a few pints while listening to the excellent music of John and Mario.

Sunday

Sunday was scheduled to have an open boat race and parade of sail to Wivenhoe, but the F5-7 SW'ly effectively cancelled the open boat event and the parade of sail was magically transformed into a coach tour. A few boats did sail up – well done! – and both real sailors and bus-pass holders were made very welcome by the friendly and efficient Wivenhoe SC, who managed to convert a whole pig into lunch for umpteen people and also provide scrumptious home-made cakes for afters; and they didn't run out of beer this time.

After the excesses of lunch, it was time for a lie-down before the East Coast Race carvery dinner at the Colne YC, with more socialising and home-made music. Eventually the crowd dispersed back to the moorings, to re-assemble for mini parties on individual boats; I vaguely remember having port and stilton somewhere.

Monday

Monday morning was thankfully free of engagements demanding any kind of mental exertion, the wind died away to a nice sailing breeze and the weather brightened up; in fact it was the nicest day of the weekend for the now traditional race to Mersea Island and a seafood lunch on Packing Shed Island, provided by the Company Shed.

And suddenly it was all over for another year.

Prize-winners

Premier Trophy

The East Coast Old Gaffers Trophy
Presented by C H Rayner, A C Stock and others.
Awarded annually to the first boat over fifty years old in OGA Classes I or II, on corrected time.

Nigel Waller: Fanny of Cowes



Rik Homan brings Otter home for the Old Harry trophy

Elapsed time (first over the line) awards:

Tom Bolton Cup

Presented by his pals. In memory of Tom Bolton, owner of the smack 'Maria' and member of the OGA, lost off North Foreland 25.9.63. Awarded annually to the first fishing boat or ex-fishing boat on elapsed time, in OGA Class 1 or 2, regardless of home port.

Paul Winter: Maria

James Dodds Trophy (new in 2008)

A framed print of the Brightlingsea Smack Dock donated by artist James Dodds. Awarded annually to the first fishing boat or ex-fishing boat under 36ft LOD, on elapsed time.

Peter Thomas: Transcur

Sheave Trophy

Presented by I S H Edmond. Awarded annually to the first boat in OGA Class 1 on elapsed time.

Robin Page: Primrose

Boat World Rose Bowl

Presented by Sell's Publications Ltd. Awarded annually to the first boat in Class 2 on elapsed time not winning any other trophy.

James Palmer: Kestrel

Britannia Trophy

Presented by John and Ray Walker of Bridgemarsh Marine. Awarded annually to the first gaff-rigged boat of any class, on elapsed time. This is an exception to the one trophy per boat rule.

Paul Winter: Maria

Corrected time (OGA handicap) awards:

Davey Trophy

Presented by Davey & Co Chandlers. Awarded annually to the first East Coast (Wash to N Foreland) built and registered fishing boat of any OGA Class, on corrected time.

Ian Smith: Bona

Stone Trophy

Presented by the Stone Sailing Club. Awarded annually to the first boat under 50 years old in OGA Class 1 or 2 on corrected time.

Roy Hart; Greensleeves

Class IV Trophy

Presented by C Brookes for the first boat in Class IV, on corrected time.

Pusser's Rum Trophy

Awarded annually to the first one-design or thoroughbred racer in Class I, II or IV on corrected time.

David Barnett; Chittabob

Cruiser Trophy

Presented by Mike Burn. Awarded annually to the first bona fide cruiser in Classes I, II or IV on corrected time.

Robert Hill: Charm

Hunt Trophy

Presented by Bridge Street Motorcycles, Witham. Awarded to the first ex-working boat in OGA Class II, on corrected time, not winning any of the above prizes.

Andy White: Harriet Blanche

Austin Edge Trophy

Awarded annually to the first vessel constructed originally of ferro-cement, on corrected time.

Howard Wheelton: Bonify

Specific Trophies:

Titheridge Trophy

Presented by Mrs. W Titheridge and B Woods. Awarded annually to the first boat in Classes I or II sailed by husband and wife/partners only.

Pete and Sarah Elliston: Reverie

Tarka's Pin

Presented by Rob Williamson to the boat which has travelled the longest distance under sail to compete and completed the course. In addition, other prizes may be awarded.

James Palmer: Kestrel

Old Harry Trophy

Presented by Yachting Monthly. Awarded annually to the vessel last to complete the course within the time limit.

Rik Homan: Otter

Plodders Pot

Awarded annually for the last boat home irrespective of time.

Henry Bird: Ladybird

Bermudan Trophies:

Tom Felgate Cruiser Trophy

Awarded for the first Bermudan bona fide cruiser to finish on corrected time.

Clive Church: Rhumba

Tom Felgate Racer Trophy

Awarded to the first Bermudan 'Hotshot' Racer to finish on corrected time.

Andrew Cocks: Rose of Arden

Passage Race

Keith Watson: Maryll

West Mersea Race

Nick Hillman: Letty May



The Swallows and Amazons fleet blow down the Backwaters

I woke to the sound of strong wind and rain and thought – today we are forecast to have the best weather of the weekend – sounds like we're not sailing at all to me!

However a few hours later we agreed with the race officer Alec Moss, that we could set a shortened race course and try to at least have a sail across the Wade and back, we suggested that reefing should be the fashion for the day.

Sophie Blackburn had volunteered to sit down river in the wind and rain to see everyone home which meant we could start at the Club, turn round Honeypot and come back with a finish line at the junction of the Walton Channel-Twizzle – a much easier course than usual. Amazingly, out of 30 entrants we had 26 boats on the start line including crews of ages two to 89 and several four-footed friends – it was a wonderful sight at the club as all the little boats jockeyed for position on a downwind start.

Unfortunately Sula capsized before the start, finding the wind just too much for her, and Happy Days managed to break her tiller, but sailed the rest of the course with an oar over the stern (what is it about smacks boats and breakages?) And so the fleet took off, haring down river and across the Wade. At this stage some of the smaller boats were getting very wet – Oppy (the Optimist and true to her name) was gradually filling up and head-butting each wave, however Felix threw across a bailer, which was quickly put to good use. The lead boat was a local Jewel, Black Pearl. Unfortunately she led the fleet the wrong way round Honeypot which then put it as a gybe mark, then the safety boats and fleet started to follow her. This was a fatal mistake for second boat Moonstone who sadly capsized – I guess on the gybe. Felicis was one of the first to realise the mistake and having gone the wrong way round the island, she turned and then went

correctly around the island, the back markers all then correctly followed her. The fleet then flew back across the Wade to the finish line and back to the club for lunch and a rest!

After lunch the paper boat race was more competitive than ever before - this year for the first time ever there was a Fathers section. This was a great idea as the fathers could benefit from their children's imaginative skills and vice versa. Saturday evening was prizegiving, supper in the club and a swinging evening led by the local Onion Band in great style.

Sunday dawned windy as ever, and kicked off with a small boat jumble around the club. Due to the inclement weather conditions the Sunday sailing event became a rowing race but the rules remained the same.

Ten rowing boats of all shapes and sizes rowed from the club jetty to Bedwells jetty where they had to collect a sealed envelope. Inside was a photo of a seabird. They then had to find the boat with the matching card and row to arrive at the finishing line together. Extra points were awarded to those who could impersonate their chosen bird. Without a doubt the winners were Tessa and Vicky rowing Splice together with Sue and Mike rowing Lettuce. Their amazing geese honks blended with the howling of the wind, the barking of dogs, the shouting of contestants and the clashing of oars. A great time had by all.

As ever the Walton and Frinton Yacht Club hosted this event with great generosity of facilities and members' time, not to mention the local club members who allowed the campers in their gardens. Many thanks to all especially Sophie Blackburn and Julia Raper.

Tessa Hodgkinson

Results

Round the island

First overall Black Pearl S&A cup

Traditional Gaffer

Melisande First in class Downs Road Half Model
Apprenticeship Second in class
Woozle Third in class
Felicis

Spirit of Tradition

Oppy First in class Spirit Barrel
Coot Second in class
Black Betty Third in class
Un-named
Dabchick
Felix

Smacks boat

Willow First in class Morning Cloud Half Model
Lettuce Second in class
Sabi Third in class
Happy Days
AWOL
Whoopee
Splice
Ripple

New classic

One fifths First in class Old Sailor
Tide Race Second in class
Orca Third in class
Gracie J



The fleet gets away to a good start



Family fun in the Backwaters

Paper boats: Fathers Section

1st *'Oars d'Oevre' by Paul, a Roman galley design built upon a single oar*
2nd *'Jolly Roger' by Roger, based on a traditional pirate ship*
3rd *'Muriel 1' by Martin, based upon a wine bottle!*

A handsome pair of pirate socks was awarded to each winner.

Paper boats: Children's Section

1st *'Apple Bag' by William*
2nd *'The Amazon' by George, Maddie, Olivia and Zac*
3rd *'Winnie the Winner' by Josie and Victoria*

Other prizes were awarded to:

'Kojy 1 and Kojy 2' by Josh, Oliver and Kit for long distance sailing
'Spots' by Anna for having built the most beautiful boat
'Death and Glory' by Joanna for the boat that wouldn't give up

Many thanks go to Julie in the rescue boat !

Southwold Rally 19th - 21st July 2008

Southwold is lovely; Southwold Harbour is one of those special places, which have a 'time machine' effect upon you, the moment you arrive. No marinas or pontoons – but straightforward wooden piling with fender boards – and 'mean business' shore lines. With a pub, a friendly yacht club and 'loads of sheds' some selling fish (plus one also selling chips!), what more could you want? The perfect place for an Old Gaffers gathering.

The weekend itinerary: Passage Race on Saturday, Sole Bay Race on Sunday, home on Monday. Having endured last year's Passage Race to Southwold when I decided 'I just wasn't cut out for this type of thing' – it was with some trepidation that I found myself heading off to Southwold once more. However, I reckoned that things could only get better, but quickly recalculated that reasoning when informed by the Skipper 'We would be leaving Levington at 4am' – 'In the interests of best tide' – apparently! Worse was to come, 4am turned into 3.30am, courtesy of 'the boat next to us' deciding it needed to catch a 3am tide, so once awake, what the hell – get up!

Arriving in S'wold after a most pleasant sail, fresh winds, but from a most agreeable direction, Patient, Griselda, Gwenili and Quintet were already moored at the quay. There was no sign of life on the gleaming Gwenili, who, Colin, the most helpful Harbourmaster explained, had arrived at 7am after an overnight sail from London docks and so her crew was asleep. In the interests of not wishing to wake them, Charm's crew tiptoed to the pub.

During the afternoon as the wind increased further, Maryll and Ladybird arrived to moor alongside. Maryll had enjoyed a fast sail under much reduced canvas, Ladybird though, coming from the North, was less fortunate than last year with the wind direction (she won the 2007 Passage Race). This was Maryll's crew's first visit to S'wold (by water), which has prompted Keith to rewrite the sailing directions, which he believes 'are currently designed to keep the hordes away!'

Southwold Sailing Club, who kindly allow us to use their facilities, cooked us a lovely supper on Saturday evening, with Graham and Andrew entertaining us in true musical gaffer style.

The forecast for Sunday was guess what? – windy! They forecast 5 – 6 NW. However, this was off the land, so a confident Gaffer fleet left the harbour



Concours and Passage Race winner, Gwenili

for the Sole Bay Race. Colin advised that we should return to harbour by the last of the flood. A triangular course was set, both to give good spectator viewing from the pier and to ensure that no one had to fight the wind and tide to the finish line which was off the harbour entrance. The breeze was sufficient for all the Gaffers to sail under reefed main as the sun shone on the start of the race.

We were honoured to have the most perfect committee boat at our service, 'Meridies', a beautiful motor yacht kindly loaned by David Worthington. It is obvious that they had their work cut out, as the following extract from Race Officer, Richard Symes' report to Southwold Sailing Club demonstrates:

Noon Sunday 20th July

CH 37 "Southwold Gaffers, Southwold Gaffers, this is Meridies. The next series of guns do not form part of your race, they are the start sequence for the dinghy race. Meridies out"

CH 37 "Skylark, Skylark, this is Meridies, Southwold Harbourmaster calling. Your finish line for the Brown boats is too close to the sand bar, and is obstructing the approach to the harbour. Please move it 2 cables to the SE. Over"

"Meridies, this is Skylark....."

CH 12 "Meridies this is Southwold Harbour. What are the berthing instructions for the Brown Boats? Over"

"Southwold Harbour this is Meridies, berthing for Brown boats is"

Ch 37 "Meridies Meridies this is Tinkatoo, Tinkatoo, I wish to inform you that we have raised our protest flag!"

CH 12 Southwold Harbour, rib. We are towing disabled dinghy and are about to enter harbour....."

CH37 "Station calling Meridies Standby"

"Five, four, three, two, one, GUN!"
Flags down, all clear.

It was a glorious day. A good breeze, brilliant sunshine, and it was all happening at sea off Southwold. The Old Gaffers were racing round and round from the harbour to the pier and the dinghies were chasing them on the same course but in a different race. The Brown Boats were racing down from Lowestoft to visit the Club for lunch.

The windward mark was just off the pier. What a place to be. No need for binoculars today, not even the Tim Hunkin variety!

Of course if it wasn't for Southwold Sailing Club nothing would have happened at all. Just flat grey North Sea. But not today. A great spectacle for the Town and a day the Club can be proud of.

The radio is normally pretty quiet on a race day, but not this day.

We had two radios, often working simultaneously on different channels, and even then there were times when the safety boat couldn't manage to get a word in. At least we didn't have to use CH16!

We felt we did the Old Gaffers proud by having a beautiful gentleman's motor yacht at the end of the start line. For the race officer it was wonderful, like having an office at sea. The horn worked! Everything worked, and when David was relieved from Flag Officer duty, he was serving up tea, coffee and chocolate cake.

When the radio traffic was too busy our safety boats would come alongside for instructions (or was it the cake?)

On shore the Clubhouse was a hive of activity.

Sunday 20th July

The barbecue seemed to go on all evening, as did the prizegiving, thanks to the very generous sponsorship from Adnams.

The protest was dealt with by the gentleman concerned in a most gentlemanly manner.

Monday 21st July

Cold grey North Sea beckons.
Forecast: W 6 possibly 7

The Old Gaffers dragged themselves out of their bunks. Clad themselves in sea boots, oilskins and lifejackets. One by one they reluctantly put out to sea. It had been a great weekend, but now it was time to go home.

Richard Symes

It was a brilliant weekend. We are indebted to the members of Southwold Sailing Club who look after us so well, both Harbourmasters for their expertise, David for providing Meridies and Adnams for their generous and much appreciated support for the event.

As Richard mentions above, the prizegiving was held after the barbecue which indeed did last some time. It was difficult to choose between fresh fish (from the fisherman's shed), or meat from the butchers in Southwold, which courtesy of Peter Thomas' Taxi Service (very reasonable rates!) made both an easy option. Yes, both!

And now the results

The *Passage Race* and the *Concours d' Elegance* were deservedly won by *Gwenili*, who sailed overnight, fresh from her refit in London, her first trip of the season. She looks great.

In the *Sole Bay Race*, *Tinkatoo* was the first boat across the line and first Bermudan. *Charm* won the Sole Bay Cup with *Gwenili* a very close second and third place went to *Maryll*.

Well that really concludes the report; oh, except for that Monday forecast. Yes it was W 6 or 7, and as such, not on the nose, as would be usual, so most boats enjoyed a fast sail home.

Harwich Festival of the Sea

Compared with the Brightlingsea Rally and East Coast Race, with all its slick organisation, sponsors and razzamatazz, the Harwich event was so laid back as to be almost horizontal; no entry form, no organised racing, no organised eating, no organised anything – it just happened. Well, not quite; an awful lot of work had gone on behind the scenes by Pete Elliston, who had been asked by the Harwich Rotary Club, masterminding the onshore events, to put on a show of 'historic gaffers' for the general public to admire and put a bit of 'Sea' into the Festival. Gaffers were just asked to congregate at Shotley Marina on the Saturday evening for a natter and music, prior to a parade of sail/race on the Sunday. It all went off very well and we all had a good time; the weather helped of course, hot, hot sun and the occasional breeze to waft 'competitors' around the short course off Harwich frontage.

There were no prizes, but competition between the ten entries was keen, with the advantage that you could retire at any time without losing face or points and withdraw to the relative coolness of the Trinity House Pier, where Pete had secured exclusive



Rafted up at Harwich

mooring rights. A good thing too, as Ha'penny pier was wall to wall visitors, with boats rafted up seven deep outside, whereas the Gaffers rested in quiet seclusion in their 'members enclosure', enjoying a communal lunch and gossip, while from onshore, African drummers and a jazz band provided background music.

Well done Pete, let's do it again next year.

Future Events

By the time you read this, there will be only two or three events to look forward to before the year's end; what happened to the year?

First there's *Maritime Woodbridge on 13th-14th September*, an increasingly popular boat show-cum-classic rally. It's not really an OGA event but well worth a visit, and we will have a major presence there with a stand at the show and gaffers and classics on display at the Quay. So come along, preferably with your boat, and meet up with old and new friends at our stand.

Graham Wadeson is our man on the spot and can give you more details; call him on 01394 383082.

Then the final sailing event of the year is the *Maldon Town Regatta on 20th September*.

Same format as previously; there will be a race in the morning starting at 0900 at the Nass Beacon, round a few cans and finishing off Osea island, where the fleet anchors for lunch. There should be a rib flying round before the start to advise on any course changes etc. Those with crystal sets should listen on CH 37 or 77. After lunch there is a parade of sail from Osea at 1430 up to Maldon Hythe in the afternoon.

Once ashore, make for the crew's reception in Taylor's Yard (just up the hill from the Queen's Head) for your free beer from 1615, then enjoy the shore-side activities until the OGA dinner in the Little Ship Club in the evening.

This dinner is a special occasion as it marks the 45th anniversary of the OGA founding at Maldon and it's a ticket-only event.

Note that the attached race entry form should be sent to Gerry Courtney with the entry fee of £10, while requests for OGA dinner tickets with a cheque for £7 per head must go to our treasurer, Clare Thomas. Ring OGA co-ordinator Peter Maynard on 01621 852808 for more details.

The last, but certainly not least, event of the year is our *Area AGM and Social*, to be held as last year at *The Orwell Yacht Club, on 15th November*.

This year, our Area President Rob Williamson, is standing down, so we will be electing a new occupant for the Chair. More details in the next Eastcoaster, but put the date in your diary now, and see you there!

Backstay

'Be prepared' is the Boy Scout's motto, but, as possibly a few Girl Guides have discovered, it is not to be relied on. So it was with me, as Molly Cobbler glided into the entrance channel to the Walton Backwaters on her way to the Harwich Festival, in the gathering darkness. I had not intended to approach in the dark, but a combination of unfavourable tide in the Blackwater and a dying breeze had prolonged the trip. I hadn't been down this channel in the dark previously, but I knew the buoys are now lit and I was well prepared, nav lights, LED torch, compass light, zillion candlepower spot, working GPS and brand new head torch for deck work. I soon found the compass light didn't work and the instructions for switching on the GPS light were buried on p108 of the manual; but the nav lights worked so at least I could be seen, as I blundered down the channel, mystified as to why some buoys were unlit. Quick scan of chart with LED torch but it too failed before I had the chart the right way up, so dive into cabin to get new head torch. Jab 'on' button – not a glimmer; up into cockpit again and scan immediate sea area with spotlight to locate unlit No.6 buoy yikes! I'm the wrong side of it, a fact immediately confirmed by the plate touching - thank heavens for a lifting keel. Eventually locate flashing N cardinal at Island Point (has intensity of which a geriatric glow worm would be ashamed), approach to what I thought was a reasonable distance and head for the first lit green buoy in the Walton channel. Oops, aground again; the four red buoys marking the W edge of the Pye Sand are all unlit and the ebb pouring out of Hamford Water had set me down. Up with plate again and motor off, dodging umpteen anchored boats off Stone Point and thankfully finding Rely's vacant mooring; thank you Rely! Collapse into cabin, make stiff coffee, reach for whisky bottle – it's at home. Be better prepared next time.

That's all for this time, send any articles, pictures, comments, items for sale etc to me,

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The next issue of Eastcoaster is due out early November, so submissions by end October please.

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East Coast Race Results

Gaffers

Wind: SSW F3-5

	Reeds No	Sail No	Boat Name	Class	Year	Owner	TCF	Start	Finish	Elapsed Time		Corrected Time	Final Position
										h:m:s	mins		
a 49		CS12	FANNY OF COWES	2	1872	Nigel Waller	0.896	10:30:00	13:14:46	02:44:46	164.77	147.631	1
a 36		CK273	PRIMROSE	1	1892	Robin Page	1.030	10:45:00	13:13:20	02:28:20	148.33	152.783	2
a 19			CHITTABOB IV	2	1912	David Barnett	0.983	10:30:00	13:05:46	02:35:46	155.77	153.119	3
a 44			GREENSLEEVES	2		Roy Hart	0.86	10:30:00	13:29:00	02:59:00	179.00	153.940	4
a 31			KESTREL	2	1881	James Palmer	0.949	10:30:00	13:14:44	02:44:44	164.73	156.332	5
a 92			LETTY MAY	2	1976	Nick Hillman	0.860	10:30:00	13:32:30	03:02:30	182.50	156.950	6
a 18		K44	CHARM	2	1927	Robet Hill	0.932	10:30:00	13:22:20	02:52:20	172.33	160.615	7
a 13		LO 178	BONA	1	1904	Ian Smith	1.040	10:45:00	13:28:05	02:43:05	163.08	169.607	8
a 23		CK 21	MARIA	1		Paul Winter	1.189	10:45:00	13:08:56	02:23:56	143.93	171.137	9
a 145			GROMIT	2	1997	Trevor Sanderson	0.975	10:30:00	13:27:43	02:57:43	177.72	173.274	10
a 21			WATER WITCH	2	1998	Richard Lee	0.910	10:30:00	13:40:57	03:10:57	190.95	173.765	11
a 100		CK9	HARRIET BLANCHE1	1	1909	Andy White?	1.037	10:45:00	13:32:43	02:47:43	167.72	173.922	12
a 4			BONIFY	1	1993	Howard Wheelton	1.03	10:30:00	13:19:36	02:49:36	169.60	174.518	13
		CK363	MAYFLY	2	1900	David Whiting	0.993	10:45:00	13:41:01	02:56:01	176.02	174.785	14
a 155			ARIEL	2	1925	Neil Mordey	0.933	10:30:00	13:39:15	03:09:15	189.25	176.570	15
a 28		CK 365	TRANSCUR	2	1889	Peter & Clare Thomas	1.000	10:45:00	13:42:44	02:57:44	177.73	177.733	16
a 32		MT73	EMPRESS	1	1905	Tim Johnson	0.981	10:30:00	13:36:04	03:06:04	186.07	182.531	17
30			SALTAIR	2	1895	Simon Baker	0.833	10:30:00	14:14:31	03:44:31	224.52	187.022	18
a 37		1265	LUCY	2		Edwin Bracken	0.91	10:30:00	14:01:38	03:31:38	211.63	191.528	19
a			PLUM	2	1990	Colin Stroud	0.899	10:30:00	14:08:43	03:38:43	218.72	196.626	20
a 14		2244	MOLLY COBBLER	2	2000	Bernard Patrick	0.842	10:30:00	14:26:51	03:56:51	236.85	199.428	21
a 199		42	MOONSTONE VIII	2	1982	David Lewin	0.840	10:30:00	14:29:58	03:59:58	239.97	201.572	22
a 17		940	MOLE	2		Tony Brett	0.846	10:30:00	14:29:53	03:59:53	239.88	202.941	23
a 15		6448Y	TOUCHSTONE	1	1982	Mike Peyton	1.230	10:30:00	13:18:31	02:48:31	168.52	207.276	24
a 46			REVERIE	2	1974	PTK	0.902	10:30:00	14:20:29	03:50:29	230.48	207.896	25
			GRACIE	2			1.016	10:45:00	14:19:05	03:34:05	214.08	217.509	26
a 60			MARTHA KATHLEEN	1	1977	Alasdair Mackenzie	0.99	10:30:00	14:22:52	03:52:52	232.87	230.538	27
a		CK210	QUIZ	2	1872	Paul Webster	0.999	10:45:00	14:38:12	03:53:12	233.20	232.967	28
a		CK36	ELECTRON	2	1906	Nicky	1.000	10:45:00	14:38:12	03:53:12	233.20	233.200	29
a 22			ELLA ROSE	2	1989	Mick King	0.91	10:30:00	14:57:00	04:27:00	267.00	244.038	30
a 48			ODESSA	2	1990	Stuart Bannerman	0.850	10:30:00	15:26:50	04:56:50	296.83	252.308	31
a 50			MARYLL	2	1937	Keith watson	0.908	10:30:00	15:11:38	04:41:38	281.63	255.723	32
a 45		1340	DEIRDRE	2	1935	Kit Platten	0.906	10:30:00	15:14:29	04:44:29	284.48	257.742	33
a 40		C44	OTTER	2	1972	Rik Homan	0.957	10:30:00	16:17:44	05:47:44	347.73	332.781	34
			WILLIAM	2	1992	Richard Barnard	1.026	10:45:00		13:15:00	795.00	815.670	
		GL35	IDA of FALMOUTH	1	2001	Dan Cohen	1.048	10:30:00		13:30:00	810.00	848.880	
89			MELISANDE 20ft	2	1920	Mike Mitchell	est?	10:30:00		13:30:00	810.00	0.000	
			ROSE OF PAGGLESHAM	2	1957	Mark Emmerson	0.922	10:30:00		13:30:00	810.00	746.820	
			WIZARD	2	1914	Sean Jacob	1.01	10:30:00		13:30:00	810.00	818.910	
20			TIDE RACE	OPEN	2004	I Kemp		10:30:00		13:30:00	810.00	#REF!	
			SALTING			Derek King				00:00:00	0.00	#REF!	
10		LO 222	ALICE & FLORRIE	1	1905	Tony Judd	1.097	10:45:00	RTD	13:15:00	795.00	872.115	
			BIRD OF DAWNING	2	1937	Julian Mannering	0.976	10:30:00	RTD	13:30:00	810.00	790.560	
			BLUEBELL	2	1987	Eric lewis/Derek King	0.820	10:30:00	RTD	13:30:00	810.00	664.200	
39			ELLEN	2	1974	Mel Fox	0.888	10:45:00	RTD	13:15:00	795.00	705.960	
34			LADYBIRD	2	2002	Henry Bird	0.813	10:30:00		13:30:00	810.00	658.530	
			JACINTA	2			0.880	10:30:00	17:41:00				

Bermudan

Wind SSW F3-5

Reeds No	Sail No	Boat Name	Class	Year	Owner	TCF	Start	Finish	Elapsed Time		Corrected Time	Final Position
									h:m:s	mins		
8	ST 19	RHUMBA	2	1962	Clive Church	0.908	11:00:00	14:43:58	02:43:58	163.97	148.882	1
	140Y	CIRRUS	2	1959	Philip Hurst	0.930	11:00:00	14:07:33	03:07:33	187.55	174.422	2
12		ROSE OF ARDEN			Andrew	0.912	11:00:00	14:12:15	03:12:15	192.25	175.332	3
38	8	FLAMINGO	2	1960	Steve Meakin	0.983	11:00:00	14:03:19	03:03:19	183.32	180.200	4
1		RANDOM	2		Barry Edwards	0.929	11:00:00	14:19:15	03:19:15	199.25	185.103	5
43	205	PHYLIA	2	1949	Ray Austin	0.920	10:30:00	14:25:19	03:55:19	235.32	216.491	6
91	835	QUINTET	2	1953	Clive Austin	0.970	10:30:00	14:24:59	03:54:59	234.98	227.934	7

Packing Shed Race

23/06/2008 Start: 11.00am Wind: SW F2-4

Reeds No	Boat Name	Owner	Rig	Start	Finish	Elapsed Time		Corrected Time	Final Position
						h:m:s	h:m:s		
1	RANDOM	Barry Edwards	Berm	0.929	12:54:03	01:54:03	114.05	105.952	2
31	KESTREL	James Palmer	Gaff	0.949	12:51:45	01:51:45	111.75	106.051	3
14	MOLLY COBBLER	Bernard Patrick	Gaff	0.842	13:11:40	02:11:40	131.67	110.863	4
4	BONIFY	Howard Wheelton	Gaff	1.03	12:58:22	01:58:22	118.37	121.799	5
21	WATER WITCH	Richard Lee	Gaff	0.910	13:17:15	02:17:15	137.25	124.898	6
145	GROMIT	Trevor Sanderson	Gaff	0.975	13:10:20	02:10:20	130.33	127.075	7
?	PLUM	Colin Stroud	Gaff	0.899	13:29:00	02:29:00	149.00	133.951	8
17	MOLE	Tony Brett	Gaff	0.846	13:39:00	02:39:00	159.00	134.514	9
50	MARYLL	Keith watson	Gaff	0.908	13:39:00	02:39:00	159.00	144.372	10
40	OTTER	Rik Homan	Gaff	0.957	13:40:00	02:40:00	160.00	153.120	11