



DIARY DATES

- May Day Bank Holiday weekend - Crouch & Roach Rally
- May 17 - Manningtree Rally

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London Frostbite Race 2003



This year's Frostbite Race was hosted for the first time by the Cruising Association, and what a good job they made of it too.

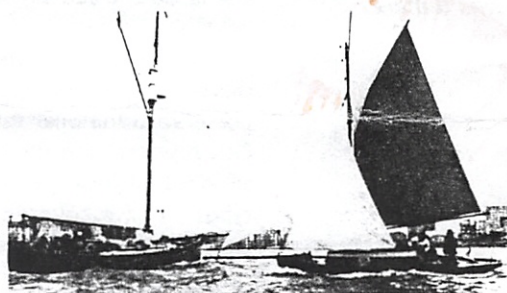
The race is an important one, because there is so little yacht racing on the Thames below Tower Bridge.

And yet, it was here in the 17th Century that King Charles had the first official yacht race in a "jacht" Mary given to him by the Dutch. He raced from Greenwich to Graves end and back, these days it is more like Wapping to Erith, but much the same format.

Obviously the yachts have changed considerably in the last four hundred years, especially with the change to bermudan rig in the 20th Century. However the East Coast Presidential Yacht, *Avola*, has kept a token gaff presence almost since the modern Frostbite Race started.

Charles' yacht was about 50 ft and gaff cutter rigged, and this year there was a similar

sized new entry from Manningtree on the River Stour, the Dutch built gaff cutter *Noorderzon*. Manningtree maybe the smallest town in England, but it also produced another new entry, the 25ft nobby *Maryll*. From



even more foreign parts, such as Faversham in Kent, the tiny Dauntless Linnaea skippered by Lena sailed into Limehouse Basin.

Old King Charles would have had a chuckle at the sight of these old gaffers crossing tacks amongst the 30 or so modern Beneteaus, Moody's and Westerley's, oblivious to a third of a millennium of design development.

However he would have been really proud of the

start *Avola* made, with the President of the East Coast OGA Republic at the helm, leading the fleet across the start line.

The mighty *Noorderzon*, scooping the wind from above the high buildings in her massive jackyard topsail, should also have been with her too, but suffered a jammed rudder, and had to de-canvas while her crew dealt with the damage. But as soon as that was done, she was on her way through the fleet.

The conditions were not easy for the gaffers, with head wind and tide at the start of the race. Making little better than 100 degrees between tacks compared with the modern boats' 80, they should have been left well behind. But this was not the case.

Working the tacks and the difficult currents better, many of the modern boats

(Continued on page 4)



Tea Break

"What could have been a major crisis, was a mere inconvenience..."



Visit our website
on
Eastcoastclassics.
co.uk

Secretary's Report

The sailing season, for those who stop for the winter, is upon us. As usual we have a fairly big programme of events, and some of the events themselves are pretty large. It's a big year for the gaffers, our fortieth. This is none too bad for an organisation, which by repute does not take itself too seriously, and it shows no sign of decline, in fact the reverse.

The OGA's latest project is to encourage formation of OGA in the Netherlands. Some might ask what is the point of forming an OGA in a country, which has a huge fleet of gaff rigged vessels in fine fettle and actively sailed.

The OGA are not needed there to encourage or preserve traditional gaff rig. Dutch waters are thick with all kinds of local gaff rigged types - I have counted over two hundred under sail on occasions, just from the cockpit of my little boat. But some Dutch people whom we have got to know over the years, and have been at OGA events here, and seen the OGA in action in Holland at Hellevoetsluis, believe they need an OGA.

There are many specialist class associations and clubs in the country, but they tend to be single interest organisations for a particular type of boat, or boats built or restored to a certain rule.

We are not in competition with such organisations. To

use an East Coast perspective, I would expect the average OGA member with a smack or a *special* interest in smacks to belong to the Colne Smack Preservation Society. But what we do offer is a wide interest network.

As an OGA member I can talk to fellow members with all sorts of craft. Although I have a Lancashire nobby (or two), I am still interested in bawlies, smacks, Quay Punts, one-off yachts, racers, winkle brigs, botters, tjalks etc. etc. I love to see them sailing in company with me. I widen my circle of knowledge and acquaintances, many of the latter of whom have become my friends.

Back in a Dutch context, I had a really valuable example of this the last time I was in Deva. I was motoring in a near calm from Muiden in the Markenmeer to Sixhaven in Amsterdam. I spotted Joachim, a recent OGA member who was at our Burnham dinner, coming the other way in his Falmouth Working Boat. We slowed to talk, then parted.

At that point my engine failed, badly, with a burst oil pipe. Joachim not only towed me to a safe haven in Amsterdam, not only fed me at his house, he also lined up an engineer to repair my engine. I have

been stranded in a foreign country before, it's not nice. What could have been a major crisis, was a mere inconvenience, and an opportunity to reassert the friendship in the OGA.

See you on the water sometime!

Additionally - Subscriptions were due at the beginning of the year, and it is now nearly the beginning of May. Dig out the envelope from the rubbish bin. If it just says your name and no number after it, you are allowed to feel good in yourself, you have paid your OGA sub!!!

However, if your name has 2002 after it, it means the HON MEM SEC thinks you haven't paid your sub for 2003, in full. I know most of you haven't given a thought to sailing and that maritime artefact lurking under a mouldy cover, and it seems stupid to be thinking about the OGA. But we don't want to lose you over such a mere oversight, so could you look into it?

Best thing is a direct debit. The OGA Central Politburo are very hot on this - you even get £2 discount, they are so keen on it.

Jon Wainwright
Secretary





Obituary - Roger Needham



*"He had another side
with caring for a fine old
gaffer..."*

One of the sadder aspects of editing Eastcoaster is the obituary column. However the reflection in an obituary does show what an interesting and diverse group of people we have in the OGA, the boats they sail, and the part they played in their lives.

At the last committee meeting I was handed a comprehensive obituary from the Guardian, but coincidentally Roger Needham's widow, Karen, had already been in touch.

Roger Needham helped keep Cambridge University at the forefront of computer research for more than 20 years, and set up Microsoft's first overseas research organisation. However even the Guardian acknowledged the humanity of this doyen of computer science. Roger was like many who have high profile or held in high esteem in their work.

He had another side with caring for a fine old gaffer, Fanny of Cowes, and sailing her in an around the east coast rivers and creeks. Fanny built in 1872 as a working Itchen Ferry was famous in her own right in the early days of the OGA, winning not just gaffer races, but also taking part in contemporary races with the East Anglian Offshore Group.

Roger sought a quieter less competitive form of sailing gaff boats when he bought Fanny, which probably the majority of OGA members associate with.

Karen kindly sent me a long email about their sailing

experiences, and I reproduce some extracts: -

"My husband Roger and I bought Fanny from David Cook in 1972, a big step up after our two previous boats. We could never keep the first, a really basic 16-foot centre boarder, watertight, and after years of hopeful but unavailing fibreglass sculpture made a garden bonfire of her. The second was a really elegant little ex-Broads yacht far too tender for sea work, and somewhat problematic in other ways too: the engine was an outboard hitched over the side, and propelling ourselves through the Ore entrance using an oar over the stern when the engine failed was not a nice experience."

"Fanny was much more powerful, though it took us far too long to learn she is often more effective, as well as comfortable, with a reef."

We didn't try to emulate Cook, who took Fanny to Holland, but we sailed Fanny everywhere out of Woolverstone from the Alde to the Swale. A year without a trip to Brightlingsea had something wrong with it, and there was no question of not going to the Backwaters."

"We loved Fanny, and hated the idea, when she was becoming too heavy for single handing and too much labour in the winter, of selling her. We decided on it in 2001, but didn't actually do it. We did commit at the end of 2002, after a final sail in what turned out to be perfect wind and sun for the Orwell and Stour."

Roger died before the sale was made, but he would have been

glad to know that Fanny has been bought by Nigel Waller from Woolverstone who, having worked on her, knows her inside and out."

"Sailing round the East Coast with Fanny, we always wanted to explore all the little creeks, and you can't do this without seeing a lot of mud, sometimes too closely (but we didn't feel very smart a few years back putting ourselves aground on a fine summer's day on the spit behind the Guard buoy in Harwich harbour).

We had a great time in our sailing, and it's still a great part of the world, even if Felixstowe port has continued to encroach on land and sea and, with all its huge lights, on the stars in the sky as well."

"Much of Fanny's hull is the original one, and some of the decking. They say ocean racing is like standing under a cold shower tearing up banknotes."

Owning Fanny has been pretty much like caulking with rolled up notes instead of cotton. Every winter was sanding machines for Roger and cleaning the bilges for me.

The worst time picking around inside was finding a tiny patch of rot in the cabin wall and then it was no sailing for a season while the new cabin and cockpit were built. A bit later we had a new engine that could drive backwards as well as only forwards, which was a whole new deal."

"It's been fun to own a boat that people know about and take an interest in. Long may she flourish."





"For such a diverse fleet the corrected time order was remarkably close."

London Frostbite Race (cont)

(Continued from page 1)

were surprised to find themselves crossing tacks with bowsprits. Indeed it almost seemed that *Maryll* had better windward ability than many of the bigger modern bermudans, but this must have been an illusion.

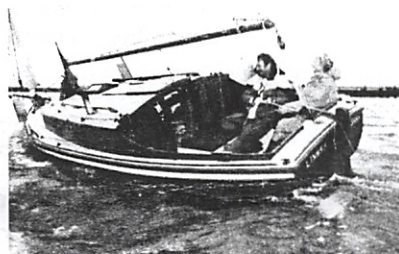
The tide began to ebb and the scenery changed from offices to derelict wharves or brown field re-developments of executive flats. The river widened as the fleet went through the Thames Barrier, and the banks became landfill sites, hills building where it would have been flat in the old king's time. But still the gaffs were amongst the bermudan's as the fleet finished on the Erith Yacht Club's line, and indeed it was *Maryll* who led at the finish of the first leg of the race.

The crews went ashore and enjoyed a fine meal on board the Yacht Clubs vintage Ro-Ro ferry clubhouse, and quaffed many a fine ale also before going back to their vessels to sleep the winter night away in readiness for the return race to the city.

The wind had gone round in the night, so it was a beat to windward again for the poor antiquated old gaffers. But yet again our proud president led the

fleet over the start line in *Avola*. But still the bowsprits of wood crossed tacks with the plastic hulls of the bermudans.

However tragedy was to befall *Maryll*, as she rounded the abysmal Dome at Greenwich. Too keen to cut a corner and save a tack she stood in too close and grounded on an unmarked spit. Noorderzon, close astern



managed to bump over the shoal and was on her way. Moody after Westerly after Beneteau passed the stranded nobby in glee.

Eventually *Maryll* lifted, after strenuous rocking and moving of the rudder in the fierce tide, and rejoined the fleet, her pride hurt, but not the spirit. One by one so many of those who had laughed turned to find the bowsprit near and gaining.

Round the last bend of the river off Limehouse, the finish line could be seen. Mighty Noorderzon's topsail dominated the river scene, despite the high buildings, and the procession of

lesser yachts followed. The wind continued to swing through 90 degrees, giving some a reach to the finish, others a head wind. But the Frostbite Race was over for another year, and most of the fleet locked in to Limehouse Basin to enjoy the hospitality of the Cruising Association.

At the prize giving in the evening the organisers were congratulated on their efforts. It had been a very good day for all. In terms of the results a new handicap system was being used, which took into account length, displacement and sail area.

For such a diverse fleet the corrected time order was remarkably close.

The main trophy for the race is actually a team trophy, the appropriately named Brass Monkey Trophy. This is judged on the performance of the first three boats from each club.

Despite the headwinds, it was gaff that proved to be the winning option for the Cruising Association.

Maryll, repeating the success of her smaller sister *Deva* in 2001, was first on corrected time to win the Frostbite Cup. *Avola's* fine performance at 7th place was sufficient with a CA bermudan boat's placing to keep the trophy hanging in CA House for another year.



Crouch Rally May 24 – 25, 2003

The Royal Burnham Yacht Club will again be hosting the Crouch Rally as part of the Whitsun Regatta. However the OGA will be setting their own courses, which will be more suitable for most of our boats, than the normal round the cans stuff for racers!

Thus the Sunday OGA race will in time - honoured fashion go out with the ebb and return with the flood, so please support the event this year.

However racy types who do want to take part the

RBVC Regatta classics racing on Saturday and Monday can still do so - ring Denise on 01621 783969. There is a £8 race entry fee for the OGA race, the RB races may be slightly more. Briefing for the OGA Race for the Ind Coope and Allsopp OGA Cup will be on Sunday morning at 0930.

Moorings will be available near the club and a ferry service will be on hand. The mooring charge is £6 per boat.

On Saturday night there will be Shepherds Pie type meal

laid on in the clubhouse for the OGA, price £6. Alternatively a formal dinner at the RYBC for £25. On the Sunday night there is a barbecue meal in the courtyard £15, and there will be a band laid on etc. Alternatively there will be an OGA fishpie at £6.

Please send the tear off strip below to Denise Rawlinson by Monday 19 May, so she can do all the bookings. Telephone 01621 783969. (Thanks Fred). Cheques make payable to the OGA.

"... the OGA will be setting their own courses, which will be more suitable for most of our boats, than the normal round the cans."

Crouch Rally May 24 & 25 at Royal Burnham Yacht Club

Please enter my vessel _____ (name of yacht)

LOA _____ RIG _____ (cutter/sloop/etc)

Hull colour _____ Sail No _____

Type of vessel _____ OGATHCF _____

In the racing on 24/25 May, 2003 (delete non applicable).

I enclosed the entry fee of £8 £ 8.00

and the mooring fee of £6 £ 6.00

Additional races—2 races £14 or three races £18 £

Number of meals on Saturday (informal) @ £6 £

Number of meals on Saturday (formal) @ £25 £

Number of BBQ meals on Sunday @ £15 £

Number of meals on Sunday (informal) @ £6 £

Total payment enclosed £

Name

Contact telephone number

**Please complete the form and send it to
Denise Rawlinson, 24 Russet Way, Burnham on Crouch,
Essex CM0 8RB. Cheques should be made payable to the OGA.**



May Day Bank Holiday Rally

MAY 3 & 4, 2003

BRANDYHOLE & FOULNESS ISLAND

Brandyhole Yacht Club were so good to us that we are going there again on Saturday 3rd May. There is a drying pontoon for those that can take the ground or lean, and a number of moorings we can use.

A ferry service is normally available, and the pontoon is accessible from half tide onwards. Do bring a dinghy.

Meals at the club are very reasonable, and include bar

snacks, roast dinner or vegetarian meals. Pay at the bar, but indicate numbers on return slip. Those who can not make it by water are very welcome by land.

On Sunday we cruise in company down the River Crouch, calling at the Royal Burnham YC for lunch from the club bar menu, then on up the River Roach to Quay Reach, where we land on Foulness Island. In the evening we walk through the quiet lanes to the George and Dragon, in the remotest part of Essex. Dogs are not

allowed. A cold buffet of chicken salad and tuna pasta has been arranged, which must be paid for in advance. Some people asked for meals then did not turn up, leaving the OGA to stump up!

Please contact Denise on 01621 783969, and send the tear off strip if you are interested in coming. She needs to advise the yacht club and pub of likely numbers. If you have friends in non-OGA boats, who would like to come, they are very welcome too.

"Brandyhole Yacht Club on the upper Crouch were so good to us that we are going there again on Saturday 3rd May."



May Day Bank Holiday Rally

Foulness Island Buffet on Sunday May 4, 2003

Indicate number of meals as appropriate - all £6 each

Chicken salad ☐

Tuna Pasta ☐

Total £ _____

Name

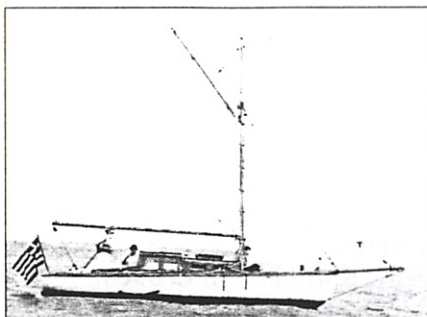
Address

Tel/Email Name of Boat

Please complete the form and send it to Denise Rawlinson at 24 Russet Way, Burnham on Crouch, Essex CM0 8RB. Telephone 01621 783969.

Cheques payable to the OGA.

FOR SALE



Gaff cutter, Whisstocks 1930 25 foot

Renault Marine Diesel 16 HP

Excellent condition £6,500

Tel: Brian 01394 672410

Book Review

"Rough and Tumble"
by Bob Roberts

published by
Seafarer Books, £9.95

Thelma was a West Country cutter, a Plymouth Hooker or similar, just over 26 ft LOA. The North Sea, where the story begins, was only a shake down cruise, because these guys were going oceanic!

The book is an account of the many minor disasters that might befall such a small craft on passage to

the Pacific. Whether it was being becalmed or embayed in the Straits of Gibralter for several days, or breaking booms and squaresail yards in mid ocean, there are many such crisis in the book.

Shore leave is colourfully described as befits Bob Roberts the journalist, whether it was going to a bullfight, or hunting trips or taking a drink or fifteen in a local hostelry.

I have come across adventurous characters like

Bob and Bully in the OGA - I think of Bob Cooke who sailed off to the West Indies in Scalloway, was forced to come back, and ran her into the Azores.

Yes, we do have a few characters like Bob Roberts, but few can write like him and provide such exciting and entertaining reading.

This is a book for OGA members, including the Solent Area, where Bob Roberts ended his days.

Jon Wainwright

"... few can write like him and provide such exciting and entertaining reading."

Racing in 2003

The new handicapping sub-committee have been busy over the winter, reviewing handicaps and passage racing rules, and we would like to draw your attention to the following notes;

General race notes;

1. All east coast members are requested to provide up to date measurements to ensure handicaps are based on current information.
2. The penalty for motoring on a passage race will be doubled. This is to ensure entrants do not use this as a race strategy and would only motor if necessary to meet safety requirements or tidal constraints.
3. Historically bermudans have been given a 10% correction factor - this will no longer apply, as they will now race separately.

Point Series Races:

There will be prizes at the end of the year for the best racing performance in the gaff and bermudan classes.

The boats will be awarded points for their positions in nominated races throughout the year. The aim is to encourage boats to take part in lots of events.

1. Points will be awarded only for those races nominated by the committee as being in the points series (see below).
2. Points will be awarded only to the boats of OGA members, though non-members may take part in the individual races.
3. Points will be allocated to the boat, not the skipper.
4. Points will be awarded equal to the boat's position

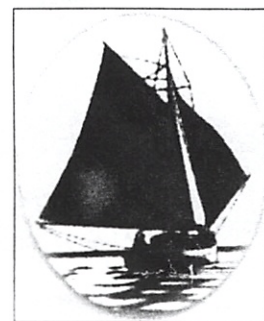
in a race, e.g. winner gets 1 point, 5th gets 5 points, 12th gets 12 points and so on.

5. The best results from SIX OGA races count for the points award.

6. Boats completing less than 6 races: Boats not entered in a race but already in the points chart because entry to another race will be allocated 5 points more than the last entered boat as if all entered boats had finished.

The Races nominated for the Point Series in 2003 are:

RBYC Whitsun Regatta (Crouch Rally) 25 May, East Coast Old Gaffers Race 21 June, East Coast Classics 25 June- 6 July (3 races), Ruby Rally 23-29 August (2 races), OGA Anniversary Rally & Maldon Town Regatta 30th August.



"...we would like to draw your attention to the following ..."



"... this is a very enjoyable and educational cruise, ideal for families."

North Sea Classic Passage Race

ZEELAND TOUR DCYR HELLEVOETSLUIS

20 - 27 JULY

We meet up in Suffolk Yacht Harbour, Levington, on the River Orwell for a briefing on Saturday July 19. We start with the North Sea Classic Passage Race from HPYC line or Harwich Harbour, depending on conditions, and sail to Roompotsluis in the Netherlands. Then once we are locked in the Osterschelde, we make for the town of Zerkzee. Next day (Tuesday) we make for the Volkerak, then turn up a canal for five miles, and we come to the town of

Steenbergen. Wednesday we have a passage to the town of Willemstadt. There we meet up with those participants from the north, and a magnificent spectacle is created. Having sailed to Hellevoetsluis on Thursday, the rest of the week is taken up with the Dutch Classic Yacht Regatta, where they also have a special class for gaffers. On shore there are all sorts of events laid on, including a civic reception, music, minisail, and many activities for children.

Even if you don't want to race, this is a very enjoyable and educational cruise, ideal for families. It is ideal for those may be a

little nervous of crossing the North Sea, because you are cruising with friends.

Entry forms and details are on the website eastcoastclassics.co.uk, where they can be printed off. Click on 2003 events, click on North Sea Classic Passage race etc, then click where it says entry form. Cost of entry is £40 for under 10 metre LOA, £53 over LOA. This includes mooring at Steenbergen, Willamstadt and Hellevoetsluis, and a souvenir plaque. Alternatively apply Gosine Broerson Karveel 33-11, 8231 BH, Lelystadt, Netherlands.

East Coast Old Gaffers Race Class 3 West Mersea June 14

In the forty-first year of the East Coast Old Gaffers Race, your committee has made the major change of staging the Class 3 (open boats) race on a different day from the other classes. This will enable those with larger boats, but also with an open boat or smacks boat to take part, when they would normally be racing on the larger boats. Also it is more practical from a tidal issue in being able to set more appropriate and interesting courses.

The race is open to all gaff, gunter and lug rigged vessels under 20 feet LOA - irrespective of hull construction. Entry fee is £5.00 for OGA members

who get their entries in by June 7, otherwise they pay £10 on the day, same as non members. The race will start from Dabchicks Sailing Club line at 11 am, and last for approximately two to three hour. Courses will be set making use of the creeks and quarters of West Mersea.

The club will be open on the evening of June 13 (Friday) for registration and collection of course cards and number boards. Registration will also be possible Saturday morning, between 0830-0930. At 0930 there will be briefing by the Race Officer, for all entrants.

After racing has finished there will be food available, a hot fork buffet for £7.00, but

this must be paid for in advance. Prize giving is proposed for 5 pm., and there will be entertainment in the evening in the sailing club. For launching and parking of trailers, there are facilities close to the club. We are very grateful for Dabchicks Sailing Club for their hospitality.

Please could you send the tear off strip on page 16 together with the handicap/boat details form, payment for race entry and meals to -

Rob Williamson, Brick Kiln Cottage, Coggeshall Road, Great Tey, Nr Colchester, Essex, CO6 1AG. Telephone 01206 211318.





East Coast Classics June 25 - July 6, 2003

**Harwich - Southwold-
Lowestoft - Ore & Alde-
Deben - Levington-
Mistley - Wrabness-
Ipswich**

With 10 locations and a fortnight of cruising, socialising, rallying and racing over ten days, there is no other event like it, classic or modern.

We are grateful to Waveney District Council and Waveney Contract Services for grants and free mooring at the north end of operation, the Sole Bay Festival, which help make the whole event viable, and within reach of most boat owners financially. They have given us tremendous support.

The classics open with the "Sole Bay Festival"-Southwold Smack and Classic Boat Rally on Wednesday June 25th. First race is a passage from Levington to Southwold, sponsored by Harbour Marine Services.

On finishing we enter the harbour at Southwold, where they have to clear all the fishing boats and visiting yachts so we can berth. Thursday is Sole Bay Race Day, sponsored by Adnams and Friday sees a passage race to Lowestoft for lunch at the Royal Norfolk and Suffolk Yacht Club, before returning to Southwold.

As well as the Harbour Inn, the Southwold Sailing Club are really opening their

doors to us, as well as providing logistics and support for the racing and regatta days.

There is a big programme of entertainment on the shore as well, refer to the "flyer" for more detail.

Max, the harbourmaster, would love to see as many of you as possible, but she does need to know details of your boat, so she can plan the berthing - it is a complex problem, believe me! So entries ASAP please!

Sunday and Monday find us in the Ore and the Alde, cruising these delightful Suffolk rivers. Part of this rally will include a barbecue near the entrance to the Ore, cruises to Orford, Iken and Snape, and back to Aldeburgh to the Yacht Club for the evening.

On Tuesday we sail for Ramsholt on the Deben (Scandinavian Seaways Race), where a feast awaits us at the Ramsholt Arms on the Quay! Wednesday we head for Levington on the Orwell (President's Race), guests of the Haven Ports Yacht Club, then on Thursday we race to Mistley Quay (Thorn Race) for a lunch time pint at the Thorn, before dropping down to our private party paradise at Wrabness.

On Friday we sail for Ipswich (Two Rivers Race), where we team up with the Ipswich Maritime Trust for

another great gathering of traditional sail. There we have our regatta sports and our main prize giving. Sunday we sail for home.

There is something in this festival for everyone, big or small, yacht or smack, cruiser or racer, power or sail. It is run by enthusiasts for enthusiasts, and if past experience is anything to go by, a great time will be enjoyed by participant and spectator alike, ashore and afloat.

Entry fee is £40 for the whole festival. This includes mooring at Levington, Southwold and Lowestoft - other places apart from Ipswich are free anyway!

You don't have to do the whole festival, you can pick the days you want, and we will come to an arrangement on reduced charges.

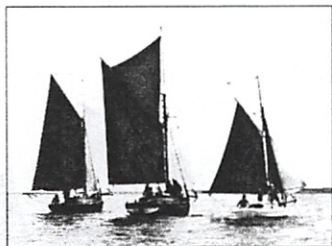
For just one day £10, otherwise £5 day. These charges are kept to the absolute minimum so that everyone can take part. But if you are able to include a donation in your cheque, it would be much appreciated.

Please send in your entry form as soon as possible (see page 10), with cheque made payable to OGA.

Details from
Jon Wainwright on
01206 396066/393537 or
JRWainwright@aol.com.

*"You don't have to do
the whole festival,
you can pick the days
you want . . ."*





East Coast Classics

EAST COAST CLASSICS 2003

Please enter my vessel _____ (name of yacht)

LOA _____ RIG _____ (cutter/sloop/etc)

Hull colour _____ Sail No _____

Type of vessel _____ OGATHCF _____

Please enter my vessel for the venues as 'ticked' below -

June 25-28	Sole Bay Festival (Southwold)	☐
June 29-20	Ore & Alde Rally	☐
July 1	Deben (Ramsholt)	☐
July 2	Levington	☐
July 3	Mistley/Wrabness	☐
July 4/5	Ipswich	☐

Entry fee is £40 for the whole festival. For just one day £10, otherwise £5 day.
I enclose a cheque for £ entry fee plus £ donation.

Name

Address

.....

.....

Contact telephone number /email

Please complete the form and send it to

Jon Wainwright at

Tops'l House, High Street, Mistley, Manningtree CO11 1HB

Tel: 01206 396066/393537

Email: JRWainwright@aol.com

Cheques should be made payable to the OGA.



Boat Details/Handicap

More Form Filling!

There is a new procedure this year!

There is a handicap/ boat details form attached to Eastcoaster. Please could everyone try and fill that in. Even if you don't intend to race. We are trying to

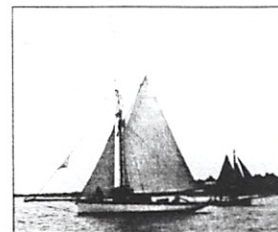
construct a new data base on up to date software.

Send it in with the entry form slip for the first race you enter in the season. You only have to do it once and we have it!

If you have two boats or even larger fleet, photo copy

the form or down load it off our website.

Also append any special notes and pictures of the boat if you wish. It is so important with such individual boats as ours to have good records for posterity!



Annual Dinner at the Royal Burnham Yacht Club 2003

Our year started in March with the Winter Meet Dinner, which was attended by 95 members and guests, a record attendance to date.

The dinner was well represented by our World President George Jago and Brenda Jago, East Coast President Brian Hammett and Lorna Hammett, East Coast Area Vice President Peter Elliston and Sarah Elliston, Kent Area President Robert Holden and Jan Holden, Solent Area Representatives Dick and Pat Dawson, Ex World President Rob Williamson, the Crouch Mafia's Godfather, Ray Austen, and members, and guests.

Once again, in unpleasant conditions, Lena Reekie and her crew sailed the Dauntless "Linnaea" round from Faversham in Kent.

It was great to have nine Dutch members come over from the Netherlands especially for the Dinner.

Mrs Judy Payne-James chaired the dinner with Rear-Commodore Mrs Jeanne Horner on the Commodore's starboard watch, and Trevor Rawlinson on Port Watch, toasting the Commodore.

All members of the Crouch Mafia put on their dark glasses when the Godfather gave his speech.

However, Commodore Judy Payne-James, now known in mafia circles as "Godfatheress" (Godmother surely - ed.), wearing her dark glasses and white suit, carrying her tommy gun in violin case, gave a wonderful and hilarious reply in an Italian/Essex accent which had everyone, even the Godfather, splitting their sides with laughter - absolutely brilliant.

This year we decided to do away with the speakers and have music instead. Members who sing and play musical instruments got together and formed the "Old Gaffers Ticky-Tacky Band".

around, so there was also audience participation. The band went down well, and as this was their first engagement, I think they will be in demand to play at other OGA events.

Well done everyone in the band, and thank you for helping make the evening such a success. Thank you also to Richard Giles of Cartridge World for supplying the song sheets.

The food was superb. This is mainly due to the new chef Carol - Well done Carol - great grub! Not easy catering for 95 with two main courses and two desserts.

My thanks go to the Royal Burnham Yacht Club for allowing us the use of the club, to all who helped, and to you, the members, for coming along and making the evening such a success.

Denise "Fred" Rawlinson

"Commodore Judy Payne-James, now known in mafia circles as "Godfatherless"

The RBYC Commodore Song sheets were handed



"... if you can't bring the boat, come along anyway!"

Manningtree Rally May 17 & 18, 2003

Invitation from Stour Sailing Club

For sheer hospitality the Manningtree Rally on the Stour takes a lot of beating. We can raft several vessels on the Club Quay, we have launching facilities as well. Ashore there is normally an excellent deal on beer in the bar, and the little market town of Manningtree is worth exploring also.

Basically vessels should aim to be at Manningtree, off the Quay at least one hour before HW (1400) on Saturday. If you get there

earlier, hang on to the visitors mooring off the first hard. The channel is marked up to this point. Vessels should then pass close to starboard of the two posts off the first hard, and the post off the slipway near the quay.

The channel continues past the wharf at Jewsons, so you can go up there to stem the flood. Peter Elliston will be on hand to direct berthing. Open boats by trailer are also welcome to use the club slipway.

In the evening the Stour Sailing Club will lay on a

buffet meal F.O.C., and there will be musical entertainment in the bar. Showers, toilets and water are available - for the duration of the visit you are a temporary member of the club, and welcome to use the facilities. On Sunday boats can leave at High Water (1440). Do come along if you can to make a nice sight for the town, and if you can't bring the boat, come along anyway!

Tel 01206 391870 evenings or 396066 daytime or email peteandsarah@lineone.net

41st East Coast Old Gaffers Race June 21

This race, first staged in 1963 on the Blackwater off Osea, is the grandfather of old gaffers events. It was the seed of today's Old Gaffers Association, when East Coast and Solent race organisers met in Maldon to form the OGA later that year.

For the second year we are at Brightlingsea, guests of the Brightlingsea Harbour Commissioners and Colne Yacht Club. We enter the harbour Friday evening for registration and a social at the yacht club. The harbourmaster will allocate moorings as you enter, there will be a ferry service ashore. Food will be available in the club.

On Saturday morning, at

9.30 am we start the 41st Race. Subject to final confirmation this will be on a committee boat start line just outside the entrance to the Colne. The course is dependent on the wind, but is likely to take in the old favourite of the Wallet Spitway, and possibly some of the new marks down the Wallet. Twenty minutes later the gun will go for the start of a separate Bermudan Classics Race. The race will be about 23 miles, expected return mid-afternoon in Brightlingsea. There will be a prize giving in the Colne Yacht Club at approximately 8.00 p.m.

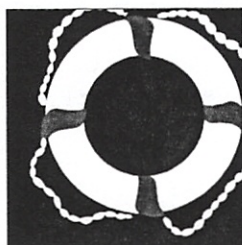
The event is open to all gaff and lug rigged vessels over 20ft LOA, i.e. not open boats, whose race is at

West Mersea on 14 June. Classic bermudan rigged yachts built before 1964 in traditional timber construction, or steel, may be eligible for the Classic Bermudan Race.

Please could you return the tear-off slip on page 16 to the Secretary as soon as you can to assist with planning.

Entry fees are £10 for members of the OGA, VKSJ and Colne Smack Preservation Society. Non members, or late entries received after 12 June, must pay £20.

A souvenir programme with sailing instructions will be posted to entrants before the race.





Declaration & Entry for East Coast Events 2003

Declaration & Entry for East Coast Events 2003

- ☐ CROUCH RALLY MAY 25
- ☐ EAST COAST RACE CLASS 3 WEST MERSEA JUNE 14
- ☐ EAST COAST RACE BRIGHTLINGSEA JUNE 21
- ☐ EAST COAST CLASSICS JUNE 25-JULY 6
- ☐ SWALLOWS & AMAZONS JULY 12
- ☐ 40TH ANNIVERSARY (RUBY) RALLY AUGUST 23-29
- ☐ MALDON TOWN REGATTA AUGUST 30

OTHER EVENT (please state name of event)

Please return this form to **Race Officer of the first event you are entering**
Race entry acceptance is at the discretion of the Race Officer.

Have you submitted measurements for your handicap in 2003?
Delete as applicable

YES / NO

If not please fill in details on the Boat Data sheet, this is at the back of the Eastcoaster or available on the www.eastcoastclassics.co.uk

Note: All boats entered may be subject to measurement by the race committee.

I give permission for details provided to be used as part of the OGA archive.

I understand that the Races will be sailed under current RYA and IYRU rules (except as specifically modified in the Sailing Instructions). I agree to accept the Race Committee's decision as final on all points of handicapping and conduct of the Races. I confirm that my vessel is covered by third party insurance to an adequate level.

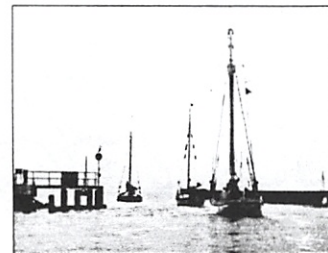
Signed

Print Name

Date



*"Please return this form to
Race Officer of the first
event you are entering"*





"... every entrant
will receive a "Ruby"
Souvenir "

The OGA Ruby Rally

This year is the fortieth anniversary of the foundation of the OGA. In celebration of this, we are arranging a weeklong rally that will take in some of the delights of the Essex and Suffolk rivers, building up to the finale of the Anniversary Race at Maldon at the end of the week. This week is in celebration of all the good times over the last forty years, and we aim to capture some of the magic of those events. The program will include old favourites, like the Mistley Ditch Crawl, a night at Shotley, a barbeque at Wrabness and a day at Stone Point. We are also hoping to encourage the little boats to join us, with five days around Harwich Harbour/Orwell/Stour and Backwaters, then four days in the Blackwater and Colne. The plan for the week is as follows -

August 23	Passage to Stone Point Walton, dinghy racing & sandcastles
August 24	Pennyhole Bay Race, finish Wrabness for a barbeque
August 25	Wrabness to Wolverstone Race
August 26	Wolverstone to Ewarton, dinghy racing & pub grub
August 27	Mistley Ditch Crawl, then on to Shotley Marina
August 28	Passage Race to Brightlingsea
August 29	Sail to West Mersea/Osea Island
August 30	OGA Anniversary Race & Maldon Town Regatta from Mersea, and Osea to Maldon
August 31	Passage home

We are very pleased to announce that Classic Marine of Woodbridge will be supporting this event, and every entrant will receive a "Ruby" Souvenir. We also intend to use the event to promote the OGA in the local area. Entries may limited to 40 boats in terms of mooring etc, so please put your entry slip in early. The fee includes entry to the Maldon Town Regatta. £25 for cruisers/ smacks, £10 for open boats under 20ft.



OGA Ruby Rally August 23 - 31, 2003

Please tick where applicable -

- | | | |
|--------------------------|---|-----|
| ☐ | Yacht entry
Incl. dinghy and entry to Maldon Race
Does NOT include berthing fees at Marinas | £25 |
| ☐ | Open boat entry
Incl. entry to Maldon Race
Does NOT include berthing fees at Marinas | £10 |

DONATION

TOTAL



Please return this form to

Tessa Hodgkinson
Mining High, Mining Lane
Carsington, Derbyshire DE4 4DE



Swallows & Amazons Forever!

11/12/13th July

Back by popular demand, the Weekend with Arthur Ransome will be held on 11/12/13th July 2003. Walton & Frinton Yacht Club have again kindly agreed to let us host the event at their club house.

This year the tides are early, so I encourage you to come down Friday night and register.

Saturday morning we will be racing the traditional Swallows and Amazons Round the Island Race. We welcome scows, smacks boats, jewels, and sailing dinghies of all kinds. There

will be classes for vintage dinghies, and modern replicas, so please come and join us.



Saturday afternoon we will be honing our skills at paper boats design, betting on ducks and building rafts. Later on we will have prize giving, followed by supper laid on at the club. Sunday

morning we will set off again around the Walton Backwaters, on a challenging orienteering mission.

There are launching slips available from half tide onwards for those arriving by road. Those coming by sea may want to book a mooring for a mother ship at Yacht club pond or at Titchmarsh marina. Those with tents and caravans are welcome, but please let me know so that we can have space ready for you.

Full information will be sent to those who enter by post. For more info please call Tessa or Stuart Hodgkinson on 01629 540 601.



Entry for Swamazons 2003

July 11, 12 & 13, 2003

Cost per dinghy entered £5 per dinghy

£

Please tick where applicable:

- ☐ Require mooring for a yacht
- ☐ Plan to camp
- ☐ Plan to bring a camper van

DONATION

£

TOTAL

£

Please return this form to

Tessa and Stuart Hodgkinson
Mining High, Mining Lane, Carsington, Derbyshire DE4 4DE
Tel: 01629 540 601

"There will be classes for vintage dinghies, and modern replicas . . ."

Old Gaffers Association
East Coast Area

Old Gaffers Association
East Coast Area
c/o Jon Wainwright
Office 3, Tops'l House
High Street, Mistley
Manningtree CO11 1HD

Phone: 01206 396066
Fax: 01206 396066
Email: JRWainwright@aol.com



*The Association for
Gaff-Rig Sailing*

We're on the web
Eastcoastclassics.co.uk



East Coast Old Gaffers Race, Brightlingsea June 21, 2003

EAST COAST OLD GAFFERS RACE

Please enter my vessel _____ (name of yacht)

LOA _____ RIG _____ (cutter/sloop/etc)

Hull colour _____ Sail No _____

Type of vessel _____ OGATHCF _____

Mooring required YES/NO

Number of meals at CYC on Friday ☐

Number of meals at CYC on Saturday ☐

Entry fee is £10 for the event.

I enclose a cheque for £ entry fee plus £ donation.

Name

Address

Contact telephone number /email

Please complete the form and send it to

Jon Wainwright at

Tops'l House, High Street, Mistley, Manningtree CO11 1HB

Tel: 01206 396066/393537 Email: JRWainwright@aol.com

Cheques should be made payable to the OGA.

CLASS 3 WEST MERSEA JUNE 14, 2003

Please enter my vessel _____ (name of yacht)

LOA _____ RIG _____ (cutter/sloop/etc)

Hull colour _____ Sail No _____

Type of vessel _____ OGATHCF _____

Number of meals at Dabchicks on Saturday £7 each ☐

Entry fee is £5 for the event.

I enclose a cheque for £ entry fee plus £ donation.

Name

Address

Contact telephone number /email

Please complete the form and send it to Rob Williamson at

Brick Kiln Cottage, Coggeshall Road, Great Tay, Nr Colchester CO6 1AG.

Cheques should be made payable to the OGA.



The Association for
Gaff-Rig Sailing

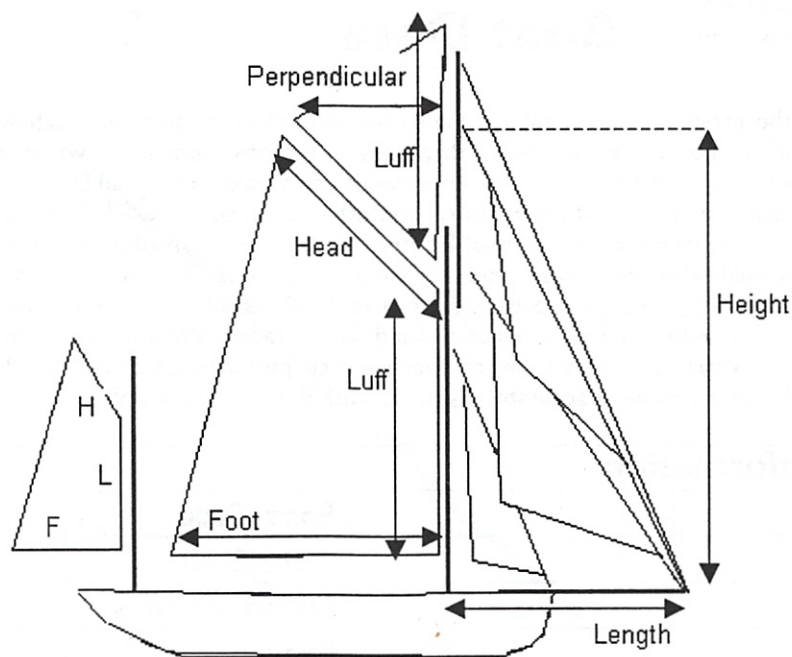
East Coast Old Gaffers Boat Data

We are in the process of updating and improving the boat data archive, which was started by the OGA after its formation. We are aware that many of the boat details that we hold are not accurate. The data we have is of national maritime importance and as such we would like it to be as accurate as possible so that it may be used for historical and other purposes by OGA Members. Many members have craft of great interest with unusual history attached. This can often get lost over a period of time. We would also encourage you to send us photos, this may be done via email to JRWainwright@aol.com. Below is a basic form that should enable us to update our records of your craft as well as provide you with an accurate handicap for racing. We are aware that rigs and sail plans do change over years as owners strive to improve their performance or restore their boats to their original rig. Please try to be as accurate as you can with the data you supply.

General information			
Boat Name		Boat Type	
Builder		Date Built	
Designer		Construction	
Rig		Engine	
Propeller Type	fixed/folding/none	Sail No /OGA No	
Owner		Home port	
Contact Details / address		VHF Call Sign	
Other information of interest:			
Please continue on additional sheet			
Colours			
Mainsail		Hull	
Jib		Racing Flag	
Staysail			
Topsail			
Hull Measurements in feet			
LOA (Hull only)		Beam	
Length (berthing)		Draft	
LWL		Centre Plate	
Rig Details in feet			
Main Sail ¹	luff	head	foot
Topsail	luff	perpendicular	
Mizzen	luff	head	foot
Fore Triangle ²	height	length	

¹ Bermudan boats ignore "head" measurement on mainsail

² Fore Triangle is measured from highest jib sheave to deck, no account is taken of actual foresails.



Tips: 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.

