



Eastcoaster



East Coast OGA Party (and AGM)!

November 8, 2003

DIARY DATES

- November 8, 2003 East Coast OGA Party & Annual General Meeting
- March 13, 2004 Social & Annual Dinner—Royal Burnham Yacht Club

More on page 5

Inside this issue:

Secretary's Report	2
Boat Register	3
Francis B Cooke Trophy	3
AGM 2003 Agenda	4
Tom Felgate Trophy	4
Preliminary Programme	5
North Sea Race & Dutch Classics	5 & 9
Swallows & Amazons	6
	7
Events Round Up	8 & 9
Election to the Committee	8
Sole Bay Festival & East Coast Classics	10 - 14
Volunteers	15
For Sale	16
Christmas!	16

Come to the East Coast OGA Party & AGM



At the Schooner Club
Woolverstone Marina
Suffolk

Discuss Next Year's Sailing Programme &
Have a Party Afterwards!

Moorings, Food & Drink Available
AGM 6 p.m.—8. p.m.

Party 8 p.m. until late



"However, it is interesting to see how our events have changed in character over the last 40 years."



Visit our website
on
Eastcoastclassics.
co.uk

Secretary's Report

2003, the OGA Ruby Year, has been another very good year on the East Coast, not only with a full programme, but also with a number of new developments in the way we run the area. Reports on the actual events have been in the Eastcoaster, Gaffers Log, the website eastcoastclassics.co.uk and in this current issue, so I won't dwell on the detail here.

However, it is interesting to see how our events have changed in character over the last 40 years. Originally it was just one race, the East Coast Old Gaffers Race, which was nothing but a race "round the cans". It was well supported, not just by members, but by none members with no interest in the OGA, because it was the only event of any repute in the area. This did not go unnoticed by local clubs and organisations on the Blackwater, who followed our lead and introduced all sorts of races for smacks and other gaff riggers into their programmes. We expanded our programme too, but not just with more races. There has been much more emphasis on the cruising and rally side. Most of our races themselves are passage races with a cruising purpose, to help people enjoy our interesting coast. Similarly with the open boats, with the exploring of Backwaters on the agenda. Only one boat can win a race round the cans, but every participant can enjoy

our sort of events and be a winner.

How many East Coast clubs have a programme of events, which take their boats from Brandyhole to Lowestoft, or Harwich to Hellevoetsluis?

However, this does not mean we do not take our race administration seriously. Whilst the OGA system of handicapping does have its limitations, the way it is applied is scrupulous. Our documentation is way ahead of the majority of clubs and organisations who stage gaffer type races. Our database of boats is second to none. There is not a lot more we can do to improve it. What will improve it is more participation by the membership. Details of the boats are so important, so please make sure we have your boat data - any changes if you have already filled one in this year, if you haven't get it done this winter.

The East Coast never rests on its laurels though. The YOGAFF (Yarmouth Old Gaffers) event in the Solent Area has broken ground we have not, in the way it involves the local community and simultaneously promotes the OGA. We have had a look at the way they do things, and we are going to apply some of their thinking to Southwold and

Brightlingsea. We are also going to bang the drum a lot more for the OGA.

The OGA is a very good organisation, and I am not just talking about the East Coast. It has not become moribund after 40 years, it is continually developing. There is no other operation of its kind, which holds a candle to it. What it does for the membership, what it does for our boats, and continues to do so increasingly deserves more recognition than it gets. The committee is going to work hard on this. I ask the membership to do the same, whether it is just a mate in the bar, or if they are writing a book or magazine article, or they work in the marine business.

Come along to the party at Woolverstone and talk about the great programme for the year ahead. Life begins at forty for the OGA as well!

I must also apologise to our typesetter for abandoning her with not all the copy for this edition then disappearing from the known cell net world—pressing business I'm afraid i.e. sailing & boat maintenance!

Jon Wainwright
Secretary
East Coast Old Gaffers
Association



"Our archive is unique, it is the best in the country, help it stay that way."

Boat Register

Although many people have sent in boat register details over the year to up date our data base, we are still missing quite a few.

One of the main purposes of the OGA is to keep information on our vessels, it is important for the future, it is not just for racing.

Our archive is unique, it is the best in the country, help it stay that way. If you have lost your form, you can print one off the website eastcoastclassics.co.uk.

The sub-committee has put a lot of work into up dating THCF's (handicaps) this year. Some of the ratings were worked out under the

old formula (incorporating depth and shallow draft allowance), which for better or worse, is no longer used by the official OGA.

For many boats it means a stiffer handicap. What with changes in rig, and some of the handicaps having been worked out in the absence



of information, there are suspicions that we are not all racing as equally as we

might. There are even rumblings about imposing penalties.

So please, before you lay up, take some measurements, if you have not already done so.

Bring the form to the meeting, or post it to

Jon Wainwright at
Tops'l House
High Street
Mistley
Essex CO11 1HB.

N.B. If you have made major alterations or refurbishments not affecting rating, but are of interest, let us have those too.

Francis B Cooke Trophy

For many years now, the East Coast Area has awarded the Francis B Cooke Trophy for the best Log and Account of a voyage, holiday or passage undertaken by a member during the previous twelve months.

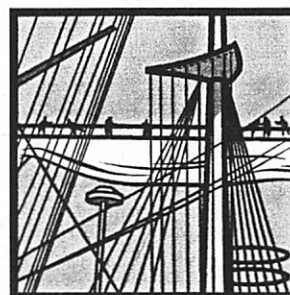
Included with submitted material should be the deck log, chartlets to show the route of the passage.

I would like to publish some of these accounts on our website, eastcoastclassics.co.uk, so please could your also let me have word files and pictures, as well as

submitting your official "hardcopy" to -

Rob Williamson
Chairman of Log
Adjudication
Brick Kiln Cottage
Great Tey
near Colchester
CO16 1AG

We hear a lot about racing,



we need to hear more about the wonderful cruises you have in your gaffer or classic bermudan.

Rob Williamson
Chairman of Log
Adjudication

Typesetters S O S! If you do not submit a Log, I will have to suffer secretarial treatise on yet another "30 days under the mast..."





Agenda AGM November 8 2003

1. Apologies
2. Welcome & Presidential Address
3. Approval of Minutes of 2002 AGM (previously circulated) & Matters Arising
4. Treasurer's Report
5. Secretary's Report
6. Election of Committee
Refreshment break
7. Francis B Cook Trophy
8. OGA Points Series—Tom Felgate Memorial Trophy
9. Proposals for Main AGM on January 17 2004
10. Any Other Business

The End of Season Social and Annual General Meeting is all set for November 8, 2003. It will be held at The Schooner Bar, Woolverstone Marine.

A number of vessels are expected to attend and berthing is available—and indeed—advisable—for those who really want to make the best of the occasion.

There are hot meals available, but as it is out of season, the caterers need to have numbers. Please let Denise (Fred) on 01621 783969 have an idea of numbers. Book by November 1st.

There is a big programme of events planned and this is your chance to have your say before they are finalised.

Please bring your friends to the social—and if you know someone who is thinking of joining the OGA—they might

come to their senses before it's too late!! There will be lots of Christmas Goodies, such as regalia and famous author books on sale! The plan is to get the business over by 8 pm, then have a good party.

Please study the proposed 2004 programme and if you can help in any way please let mw know or hand in the 'Volunteer' form on page 15. Also, if you know of any other events and regattas which may be of interest to the membership then please let me know.

The AGM is our main barometer of member feeling on various issues and this is where the Committee get feedback. So—if you have views to share then this is the forum.

"The AGM is our main barometer of member feeling on various issues and this is where the Committee get feedback."

Tom Felgate Memorial Trophy

The AGM sees the award of the Trophies for the best overall performance in gaffers events this year. You may remember the rules changed so you don't have to do every race, and in some of the events, which have several races, not all of them count!

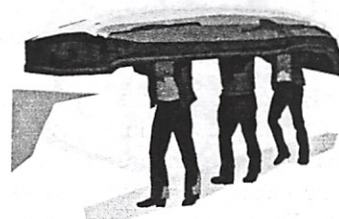
We have a great variety of types of race, so it is not just the hot-shots who are in with a chance. Success in many of our events can depend on skills other than pure boat speed—navigation, understanding the tides, perseverance, getting the

best out of the boat in a range of conditions and many other aspects more associated with cruising and seamanship. The whole idea of our sort of racing is to encourage people to maintain and operate their vessels well, to show the yachting world at large how versatile traditional boats can be. Racing yacht design may well have improved over the last half century or two, but mostly only in terms of modern competitive racing. I think it is marvellous how a little old boat kept on a half tide mooring can demonstrate

her ability not only to gunk hole up forgotten creeks, but also make voyages in the open sea reasonably efficiently. It is not only a credit to her builder but also to her owner who maintains her in good sailing trim, and demonstrates great skill in sailing her. So await with baited breath the Racing Committee's calculations - it might be your boat this time!

There are prizes for Gaff and Bermudan Points as well as those for runners-up.

"The whole idea of our sort of racing is to encourage people to maintain and operate their vessels well."





Preliminary Programme of Events 2004

Annual Dinner at
The Royal Burnham Y C
March 13, 2004

Easter Bunny Rally at
Wrabness T B A

Brandyhole & Foulness
Island Rally May 1—3, 2004

Crouch O G A Rally
May 29-31, 2004

BRIGAFF
Brightlingsea including
ECOG Race
June 17-21, 2004

East Coast Classics
June 22-29, 2004

Southwold Festival of Sail
June 30—July 5, 2004

Swallows & Amazons
Walton July 17-18, 2003

August O G A
Harwich Area
August 25-31, 2004

OGA Anniversary &
Maldon Rally
September 18, 2004

*East Coast Old Gaffers
Association Preliminary
Programme of Events*

North Sea Race & Dutch Classics

18 fine ships of Dutch, British and Belgian nationalities set out from Harwich. There were vessels of all types- ex-RORC racers, cruisers, sharp metre yachts, a West Solent and a brace of Virtues in the Bermdans, whilst the gaffers had similar variety of Falmouth Work Boat, East Coast Smack, Colin Archer, Nobby and a gaff Virtue!

The fleet drifted in the light airs to round Cork Sand Beacon, taking the last of the north going ebb with them. As courses were set for South Galloper, the next race mark, the wind piped up on the beam, snapping Maryll's "Bastard" (reaching jib) halliard. Windbreaker, Emeline and Raggamuffin powered off into the distance.

After finishing, we all locked through Roompotsluis into the Oosterschelde, then on up to Zierekzee, a beautiful Zeeland Town and Port, where we had a very lazy

day sampling the waterfront bars and locally caught Mosselen. Several other participants joined us, although a planned coastal race from Ijmuiden did not materialise because of headwinds. However the Presidential Barge Avola made an appearance, having sailed from Middleberg. The Dauntless King Oliver, which had sailed over earlier from Manningtree also joined us.

It was a nice little run next day under the Zeelandbrug, then up the estuary to the Volkeraksluis in the sun. The fleet was growing all the time, with more Belgians coming out of Welmedinge.

It was a short run across the Volkerak to the little canal which was to take us up to our next port of call.

Steenbergen for many of us is the highlight of the tour. The old harbourmaster was there to welcome us in, the band was playing, the drink was flowing, the herrings

were going down, the crowd was cheering, people were coming out of their houses to wave at us....

We were given free mooring, tokens for drink and herring as well. The pub, normally shut on a Tuesday, was opened for us, and was doing a roaring trade in food and drink.

Despite the previous night's excess's, the fleet unravelled itself in complete harmony, and headed down the canal. It took quite a few lockings to get us all out on to the Volkerak, for the gentle drift to Willemstadt. There had been some disquiet at Avola's handicap, but it was proved to be accurate when she overtook a larger but lower handicapped bermudan rigged ocean racer (Vashti!), setting her squaresail.

At Willemstadt, the efficient administration of the DCYR got into gear. For the English they had prepared detailed instructions in a

(Continued on page 9)





Swallows & Amazons - The BIG Event for Small Boats

Well the weather was set fair and we thanked our lucky stars yet again. The little boats kept arriving Friday evening by road and sea, and we soon had 39 open boats entered (of which 32 were gaffers), a garden or two full of tents, and eight yachts moored in the pond by the club.

Saturday was an early start. However problems were in the air, or rather the problem was soon too little air!! As the boats fought against the incoming tide the gentle breeze blew on the nose, and then gradually blew less and less. This tough start did much to sort out the fleet. The Jewels led the way, with Gironde and Woody (both previous winners) hot on their heels and Walnut – a very lovely varnished 1930s clinker double ender.

The next group were led by Goldfish the cadet, then the first Smacksboats Happy Days and Willow, a Bosun and, incredibly, Skipper the Optimist!! Following them were the rest of the eleven smacks boats, the nine scows and Peg, a clinker gaff sloop. Through this varied fleet one boat cut a fine dash the "oarsome Mary Dee". Despite her lack of rig, she made great headway with men-and-woman power and four oars – she actually completed the course around the islands and came in so early the finish committee assumed she had just rowed across for a beer!!

However down the river the fickle wind was dying away

and the fleet were struggling. The decision was taken to split the fleet – allowing those ahead to try to complete the course around the islands, while turning the rest around a buoy and getting them back home before the tide took charge! Despite this, the wind continued to fail. Around the far side of the island Lapis, a Jewel, was leading the fleet, with Woody close astern. Gironde, Omori, Spinel and Walnut had given up the struggle. As the tide turned Lapis was out in the open waters of the wade, allowing her to make it over the tide. Woody on the other hand was still in the channels between Honeypot and the wade, and as the tide took hold she too gave up and took a tow.

Meanwhile in the main channel the majority of the fleet were battling with the shortened course, the wind finally died away, and as the little boats were drifting away from home, many decided that discretion was the better part of valour and took to their oars, started their outboard or accepted a tow. However a few hardy boats hung in there, only to be rewarded with a new breeze, right in their teeth again! Lapis led the way home, having been the only boat to sail right round the island, followed by Puffin – first on the shortened course, the two Rule smacksboats, T/T Ellen and Neva, and finally two scows Ariadne and Nutkin who battled up the ever narrowing channel against wind and tide.

After a sunny lunch Perry Crickmere challenged us all to build and race paper boats. There were bawley-rigged catamarans complete with brailing lines, square-rigged beer cans and elegant gaff cutters. The next challenge was from Graham Jenkins – to design and build a load-carrying raft, 20cm x 20cm, and then to compete on weight carried. Again the designs were so varied and exotic.

Arthur Ransome's Nancy Blackett had joined us for the weekend and was moored in the pond by the club. To the delight of many, Roger Taylor, her skipper showed visitors around the boat, and explained about her on going care under the Nancy Blackett Trust.

Sunday started with hot sun and a great sailing breeze. An orienteering course was laid around the Backwaters, each set of co-ordinates led to a word, and the complete list of words led you to buried treasure at Stone Point! The first pirates back to find some treasure were the Terrible Thomases from pirate ship Transcur.

We are indebted to the Walton and Frinton Yacht club, who generously offer their premises and safety boats, to the Walton and Frinton Yacht Trust, and to Chris Brookes, who allows his garden to turn into a campsite for the weekend. (Provisional date for next year 17-18th July 2004).

Tessa

RESULTS

Lapis
Nancy Blackett Cup

Puffin
First Gaffer
Downs Road Trophy

T/T Ellen
First Smacks Boat
Morning Cloud Trophy

Neva
Second Smacks Boat

Ariadne 1st Scow
Nutkin 2nd Scow

Orienteering:
Happy Days
The Pirate Trophy

"The afternoon gave way to evening, and after prize giving and supper, we were treated to some unique songs from the "Splice Girls" of Burnham (a memory we will treasure for a long time I think!"



Ruby Rally & the Annual Maldon Race

The Ruby Rally was held this year in recognition of the OGA's 40th anniversary, and as a lead up to the annual Anniversary Race at Maldon which was brought forward to August. We had a great turn out of 44 boats of all sizes and ages, with some 2000 years of sailing history between them.

The fleet included some real veterans J Watt's Fanny of Cowes and Quiz both from 1872, Kestrel, Merlin, Witch, Victoria and Bona, all 100+ yrs old. At the other end of the scale there was a good bunch of brand new GRP smack boats – the Brian Kennel type replicas and some real local east coast classics – the usual collection of Aldous boats, a Maurice Griffiths designed yacht, Egretta, and the Shuttleworth's smack Quiz.

We started on Saturday 23rd August, at Stone Point, gradually the fleet arrived, anchoring off the sand, and then rowing across for registration. Thanks to our very generous sponsor (Moray of Classic Marine), we were able to give all entrants a canvas goody bag and a ruby OGA flag.

Sunday dawned fair, and the Pennyhole race took the fleet away over the sands, and round to Wrabness. Kestrel and Fanny soon took the lead – these two were going to become a familiar site at the head of the fleet over the week, however little Victoria and Maryll were hot on their heels. The open boats First of April, Dram and Quinque opted to sail the same course, and were up there with the leading boats, in fact First of April and Kestrel came in together as first boats home. Maid of Tessa led the select

Bermudan fleet, leaving Amberjack high and dry (again?) on sand off Harwich.

On Monday the Stour race took the boats up and down the Stour. The dinghies set off first, forming a tight competitive bunch. However the bunch broke on the run home, and Lettuce took the lead and came home first. The yachts meanwhile had started their race, which proved to be such a fast event the finish boat hardly got there before them! Amberjack led the way, followed by Fanny, who unfortunately took some time to find the finish line! In the open boats First of April led again, but close astern, and overtaking many of the yachts, was little 14 foot Gironde, flying down the Stour. Tuesday morning found us relaxing in Levington Marina (our thanks go to Jenny and co for moving all sorts of boats to enable us to fit in). In the afternoon we all arrived somewhere near Stutton Point, some picking up moorings at Wrabness, some at Stutton with Papa Stour (Sarah's smack's boat) and Gironde II (Pete's GPI4) on the beach.

Start boat for Wednesday's Open Boat race to Manningtree, Black Rose, pleaded ignorance so competitors started themselves with a running start - Paul Webster in Riddle started 300 yds ahead of anything else. As it turned out this was a good idea as it took the GP until Stour No 8 to catch him. The other three Smack boats constantly vied for position particularly Dante and Papa Stour. All five made a grand sight sitting on Manningtree beach with sails up. Returning from Manningtree, the open boats

enjoyed the start of the big boats' race down river to Shotley – thanks to Egretta for being start boat. The open boats led the fleet this time, with First of April and Dram, closely followed by Amberjack and Kestrel. This time Kestrel put enough space between her and Fanny to take not only line honours in her class, but also to win on handicap. That evening saw us all back in Levington Marina.

On Thursday morning the fleet set off down the wallet. Friday was a "day of rest", the main plan was to get within striking range of West Mersea, ready for the "big race" on Saturday. Saturday dawned fair, and with a great turn out of boats for the Maldon Town Regatta and Anniversary Race. The day was split into two; the main race, followed by a parade of sail up to the quay, to give the townsfolk a good view. On the main race Fanny came first, followed by My Quest and Firefly. In the second race Kestrel took the cup.

As ever there are a load of "thank yous" for an event of this size, but in particular I would like to thank: Our sponsor, Moray McPhail of Classic Marine, Woodbridge who provided our goody bags, many of the prizes and supported us all the way. The Maldon Town Regatta Committee who organised the race and fun down at Maldon Levington Marina, especially Jenny who agreed to have us at short notice after everyone else turned us away, moved all sorts of boats to enable us to fit in and managed to welcome us all with a smile!

Tessa

Results at the AGM!

"All five made a grand sight sitting on Manningtree beach with sails up."

"Kestrel and Fanny soon took the lead – these two were going to become a familiar site at the head of the fleet ..."



"It has been a mixed year in terms of attendance ..."



Events Round Up

It has been a mixed year in terms of attendance, but approximately 120 members of the East Coast Area took part in one or more events, including non-racing rallies.

Starting with Foulness, conditions did stop one or two regulars attending, but several boats did, proving this unusual rally is still popular.

However, the draw of the Whitsun Regatta at the Royal Burnham was not so great, and whilst there was some local support, there was not much support from outside the Crouch. This is a pity, because the local reps put in a lot of work.

Manningtree, later in May, can never be a big rally, but still attracted half a dozen boats. The local sailing club laid on a lot for us in terms of food and entertainment, and perhaps they were a little bit disappointed with numbers of OGA in support.

Bearing in mind the club also gives us a free meeting room throughout the year, it was a little embarrassing.

At the East Coast Old Gaffers Race last year, the Class 3 open boats attendance slumped. We were told they could not get round from West Mersea, and in any case a lot of open boaters sailed on the smacks.

This year we held the Class 3 at West Mersea before the main race, entries were up from West Mersea Brigs, most of whom were non-members, but very few others. It was otherwise a well organised race, with excellent weather.

After going through all the effort of a survey of members, the one issue which had raised by about half the replies was the desire to decouple the East Coast Race from the East Coast Classics. This did create more work for the organisers, but gave little benefit.

The Race itself was fine, with good weather, but attendance was slightly down on last year, without some of the Classics entries. The parade of sail up the Colne had to be cancelled, because without

the presence of classics fleet, there was little interest from the local vessels.

The East Coast Classics with Southwold held up well again, and although the weather was not always with us, the full programme of events was undertaken and enjoyed.

The extension of Southwold into the weekend proved very popular, and brought in a lot of extra people to see our vessels, at the only venue now on East Coast where the fleet can be seen en masse without having to share with others!

The other descendant of Shotley Classics, the Swallows and Amazons event at Walton (Swamazons) proved again to be very successful. The formula seems to have a great appeal, and does bring in younger members.

It could be even more so with Central promotion, with the opportunities for trailed boats as was proved by Central at Ullswater. Despite the lack of

(Continued on page 9)

East Coast Area - Election to the Committee

The positions of President, and members of committee, are up for election at the AGM. Indications are that the majority of the present incumbents are prepared to serve another term. There is

no official limit to the numbers on committee, and if any member wishes to put their name forward for membership of the committee, please could they let me know, preferably

in writing with the names of proposers and seconders, a week before the AGM.

*Jon Wainwright,
Hon Secretary
East Coast Area*



Events Round Up (cont)

(Continued from page 8)

promotion, Swamazons still pulled in 39 boats!

Similarly lack of wider promotion kept the British entries down for the North Sea Classic Passage Race.

However, their numbers were more than made up by increased entries from Netherlands and Belgium, with 18 vessels taking part, to join another 120 or so at DCYR Hellevoetsluis.

The special Ruby Rally in August culminating in the Anniversary Rally and Town Regatta at Maldon did attract a lot interest from local members.

The first part of the event was slanted towards the small vessels in sheltered waters, and possibly they could have supported in greater numbers, but on the other hand cruiser support was better than expected.

Classic Marine has provided us with all the trophies, so we are going to run this event on an annual basis, and we have learnt a lot from the experience.

The fleet moved south to Brightlingsea and West Mersea, where we raced up to Maldon.

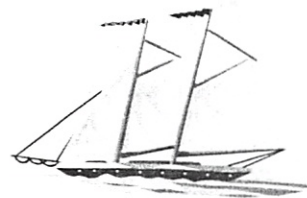
As last year there was good

support by Maldon especially, at the venue where the OGA was formed 40 years ago.

The East Coast Area donated a barrel to the crew's party, and they did apply to Central funds for a grant to the Anniversary Rally Celebrations at Maldon, to boost the profile of the OGA. Very regrettably this was rejected.

We tried a number of new departures, some more successful than others.

We have learnt a lot, and this is reflected in the 2004 programme.



North Sea Race & Dutch Classics (cont)

(Continued from page 5)

bound book.

The racing on the Harringvliet was generally well organised, but by OGA standards the races were rather short and complex in route.

The organisers had quite a job sorting out the results, and had to plot all the declared positions on a chart. As there were so many who had not sailed the correct course, they made two races- one for the bad boys, the cruisers, who generally got there first, and one for the good boys, the racers who got there last. I think Windbreaker took line

honours for the "disqualified", with Maid of Tessa first on handicap. For those who raced "properly" Maryll was awarded first prize followed by Priscilla and Melody A. However later on Zwaarte Bier was placed first.

We had all the usual prizegivings and speeches, with Brian Hammett giving his usual one in Dutch, which he then repeats in English so the Dutch can understand it!

One unusual presentation was made by the President of the Verenige Klassike Scherpe Jachten (VKSJ) and apologies for spelling) to the Old Gaffers Association on

their Fortieth Anniversary. This trophy is to be competed for by Dutch and English teams, alternating countries. For instance next year we might get four smacks boats out, and race them in the Walton Backwaters, with two boats Dutch crewed, two English. The following year we would race in Dutch Waters in say four Dragons.

So ended an excellent Hellevoetsluis. It says something when the crews of 140 plus yachts can really enjoy themselves, without any rows or rowdiness—an example to the rest of the boating world.



"We have learnt a lot, and this is reflected in the 2004 programme."



Sole Bay Festival & East Coast Classics

SOUTHWOLD PASSAGE RACE

25 June

"Rather sadly this may have been the last time in this format, "

With its origins in the Classic Boat Festival at Shotley in 1989 (and Maritime Ipswich in 1982), this event is still the greatest challenge for the OGA to organise, and for vessels to take part in!

Rather sadly this may have been the last time in this format, and many of the best members of the OGA, in the all round sense, will miss it.

No other sailing event in the OGA is as long or takes in so many different venues, or so many different types of races and rallies. Some 50 vessels took part in most of the races or rallies.

All set the OGA Ruby Burgee, to celebrate the Fortieth Anniversary of the Association.

"With the wind whistling, many started reefing before they left harbour and ploughed into the heavy seas at the harbour mouth."

We started with the Harwich - Southwold Passage Race, a course of some 30 miles, and on this occasion, to windward. It was a close start on the line with a fine breeze in the sunshine, the big bawlies Bona and Good Intent thundering through the fleet of lesser fry.

Having crossed the shipping lane at the recommended yacht track (if the locals could remember where it was!) the tactical choice

was whether to stand out to Roughs Shoal and pick up a better current or try the smoother waters of Hollesley Bay with better boat speed. Gromit and Kestrel seemed to benefit by doing this over those who went out to sea like Sunbeam, Maryll, Bad Intentions, Bona and Clytie who stood out to sea.

However, the latter were able to lay a good course to get round Orfordness before the tide turned.



The bermudans obviously relished the upwind work, and in terms of M A Solitude's close windedness it was almost a broad reach. Random, Cygnet and Bryher did particularly well. However the new Cornish Pilot High Barbaree was showing some of the old'uns about windward sailing in a gaff cutter, keeping her bowsprit amongst the Bona's and the Peggy's of this world.

It was to the great credit of the whole fleet that all bar one managed to beat up the coast to Southwold. There is only about 4 hours of north going ebb to carry, so the last 10-15 miles were against tide as well as on the wind.

Harbour Marine Services kindly provided the prizes, the WDC Cup going to High Barbaree, Kestrel first Cruiser, Bona first east coast fishing vessel, Prawner Peggy taking line honours, Maryll first workboat, with other prizes going to Gromit and Clytie.

SOLE BAY RACE 26 JUNE

The wind and sea conditions had worsened considerably, and it was probably only the promise of free beer which caused the already tired crews to rise and shine. With the wind whistling, many started reefing before they left harbour and ploughed into the heavy seas at the harbour mouth.

However, after the boats started beating north, the wind seemed to drop, and some like Maryll shook out the reef and set a topsail to make way through the heavy seas.

The brief lull to windward was only just that, and soon the wind was piping hard again, pushing the seas even higher.

Sole Bay Festival & East Coast Classics (cont)

On some of the wide decked smacks without cockpits, keeping a hold was difficult as water swept across the decks of the vintage fleet.

The course then ran south to Dunwich, vessels running at breakneck speed against the fierce ebb, before rounding up to windward.

There were some superb sights of gaffers in big seas- if only they could all have been recorded- where was Den Phillips when you needed her- surely the shots would have tripled the sales of her famous calendar!

Ian Smith often deprecates the sea keeping abilities of bawlies, but Bona certainly did not let the breed down. Peggy, built for working the exposed waters of the Irish Sea, was probably the most at ease and tended to take the more level undersea route round the marks, as did her smaller sister Maryll. There was a comment that these nobbies only surfaced to periscope depth at race marks before setting course for the next mark and diving down again.

The magnificent Sunbeam plunged her way round the course to take line honours, but Peggy was first on corrected time to take the WDC Sole Bay Cup, followed by Maryll as first workboat / smack yacht.

Bona in third place was first

bawley, Arabella Rose first cruiser, with prizes also going to High Barbaree and Clytie. Jonathan Adnams presented the prizes, with barrels of ale going to the major prizewinners, but a very nice touch was that all the vessels taking part actually received major refreshment prize as well!

In the bermudan classics class Amberjack had her day, a combination of fine naval architecture and local knowledge made her queen of the fleet. Norma put in a good display, as did Neal Hill from the North East in Naiad. And you have to credit Mike Hobbs sailing his Peter Duck Maggie May in a way that no Peter Duck has ever been sailed before!

There was also a race for the hot shots who finished early, which was won by Amberjack against bona and Peggy, the Harbour Inn providing wine as prizes.

Patient Griselda needed an award too for having been start boat in those conditions, although very sensibly Richard Symes moved station to the Pier for finishing the races.

LOWESTOFT PASSAGE RACE FOR NANCY OLDFIELD CUP 27 JUNE 2003

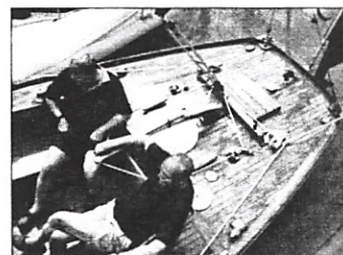
As crews woke up and thought "Oh no, not again" they saw that the wind had

dropped away completely! A slight oily swell was all that was left from the day before as the vessels started off the Southwold Pier. What wind there was on the nose, and there was not quite enough so all the boats could use it at the same time! Gromit and Kestrel did have more than their fair share it appeared, and built up a huge lead over the rest of the fleet.

However the tide ran strongly and helped every one along the coast, and then for the last quarter, the wind did spring up, providing for a thrilling finish between Gromit and Kestrel, of great benefit for the T V cameras. Ken Self and the Royal Norfolk and Suffolk Yacht Club kindly provided a finish boat and mark, so that access to Lowestoft Harbour was much easier than normal. Once in the harbour we were the guests of the Club. With food available, a jazz band provided by the Waveney District Council, it was an exceeding good lunch hour before the fleet left harbour and returned to Southwold.

Kestrel won the cup, followed by Gromit in second place and Maryll in third on corrected time. The little Drascombe Pippin sailed by local man Peter Hancock did very well to come fourth. In the bermudans, Amberjack won again, despite having been

(Continued on page 12)



"Patient Griselda needed an award too for having been start boat in those conditions..."



Sole Bay Festival & East Coast Classics (cont)

(Continued from page 11)

beaten to the windward mark by more than one gaff rigger. The jib topsail had been noted by the handicap hit squad, who were poised to pounce later when least expected!

For those who managed to squeeze into the Harbour Inn, there was a superb gig by John and Mario, who even let Peter Elliston (Pete the Knife) sing as it was his birthday.

REGATTA DAY 28 JUNE

From an event which had been kept midweek until now because people did not want it to get in the way of anything better, the committee had managed to extend it to include a Saturday for the first time. It was a total success, bringing in more volunteers and a lot more public interest.

We had the usual blindfold rowing, tug-o-wars and bungy running. There was a big lifeboat display at the harbour entrance, with an ASR Helicopter flying over. Shanties were played endlessly, and there was a very thorough Concourse De' Elegance, with the Southwold Town Council.

The prizegiving for the Southwold section of the Classics was held in the Sailing Club, with special thanks to Adele Buckley, Max the Harbour Master ('cept Max is a she),

Waveney District Council, the Sailing Club, the Town Council, the Chamber of Commerce, Adnams Brewery and all the local volunteers who helped make the event such a success. This was followed by a magnificent hog roast feast laid on by the Southwold Sailing Club, where we celebrated into the early hours!!

ORE & ALDE RALLY

Sunday saw the fleet leaving early in the morning, some even before the harbour master arrived, to catch the flood south to Orford Haven. It was a glorious day as we wafted slowly along the coast round Orfordness, then past the Haven buoy up the swirling river Ore. We had a barbecue on the shingle, before retiring to our boats.

Monday saw some vessels up early, to catch the flood up the river. The plan was for some to visit Snape. Linnea was early enough to make her way to the Quay, Quiz nearly so. Maryll and Lady Emma were later, so they anchored Iken and walked up to the Plough and Sail at Snape. It was very damp! In the afternoon we visited the Aldeburgh Yacht Club, who had kindly opened their premises for us. The rain stopped, we drank on the balcony and had a meal.

RAMSHOLT RACE (SCANDINAVIAN SEAWAYS BELLS)

1 JULY

There were those of little faith who did not believe the instructions, and the recommended times for departure. There was a fleet of gaff and bermudan classic vessels stalled at the mouth of the River Ore. But had not an Orford Whitewing Quinke sailed out at low water? However Maryll, with the author on board had to sail in rigid accordance with the instructions to pass the Haven mark at 0930, and there was plenty of water. It was a brisk Souwester which met the fleet, but the tide was flooding strongly, which made the beat brisk and quick to Woodbridge Haven buoy- many covered the five miles dead to windward in little more than an hour. It was then ease sheets and north up the River Deben, with the seas crashing on the shingle banks, seething for the bones of any errant gaffer.

Maryll made the fastest passage, but had to make do with Second Bell, as the little Drascombe Moonstone beat her on handicap, with Molly Cobbler in third place. There were some interesting close finishes, particularly between Bona, Peggy and Quiz. M A Solitude and Amberjack were the leading boats in the Bermudan class.

We adjourned to the
(Continued on page 13)

"The jib topsail had been noted by the handicap hit squad, who were poised to pounce later when least expected!"





Sole Bay Festival & East Coast Classics (cont)

(Continued from page 12)

Ramsholt Arms, where we enjoyed a fine meal, which had been specially arranged for us.

PRESIDENTS'S RACE (HARWICH HAVEN TROPHY) TO LEVINGTON 2 JULY

The wind was blowing nor'west and the forecast was quite strong, but really it was not worth a reef as the fleet started off the Haven Buoy. As the wind was offshore, it was a relatively smooth passage along the coast, but then quite a slog to windward into Harwich Harbour. It was heart breaking for the gaffers to watch M A Solitude turn Landguard, then point up a full 25 degrees closer than they could!

All the time we were beating up the Orwell, we were watching the storm clouds gather to the North. Then it all happened as we finished—too late to reef, laid flat with rain in horizontal stair rods!

In the Gaffers Bona made the best time, but she was placed behind High Barbaree and Maryll (Winner of President's Cup) on handicap. We were very honoured to have an OGA President racing with us, even if he was only president of the East Coast Area! He won a prize in Avola for first Presidential barge. It was also nice for Stadats to take part in the race, and she won a prize for

first ex lifeboat.

We adjourned to Suffolk Yacht Harbour and the Haven Ports Yacht Club for festivities.

MISTLEY DITCH CRAWL (THORN TROPHY)

As in previous years, we tried out a staggered start/pursuit race, based on OGA handicaps. It is a good way of demonstrating relative boat performances as by the handicap system. If the system was right, every boat would finish at the same time. Obviously tides and changes in wind strength can make a difference, as can elapsed time of the race. But we did have quite constant conditions, so it was an interesting experiment.

Avola called out the start times on VHF, and the boats with the low handicaps started off from 0847 onwards with Linnaea, followed by the very fast Victoria at only 0851! The early starters had a little help from the ebb, but by the time the bulk of the fleet started the flood had set in.

Down the Orwell we raced, Victoria already building up a big lead over Linnaea and Molly Cobbler. Amberjack, whose excellent rating gave her quite an advantage over even smaller boats, popped her kite on the first leg and surged towards the front of the fleet including Quinque and Fleetwing as they

rounded Trinity No 1, before the long beat up the river Stour, full with the flooding tide.

Local boat Maryll, knowing every nuance of the river, managed to haul in Fleetwing, but she had no chance of taking Amberjack to windward, and when the ECOD Wizard came storming through by as early as Wrabness followed closely by MA Solitude, it was a bit disheartening!

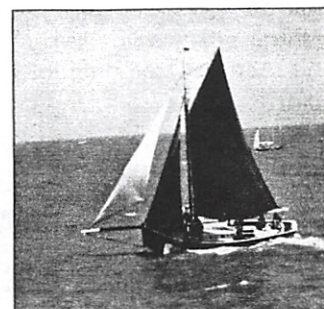
Victoria won by 18 minutes from Linnaea, who was fairly closely followed by Molly Cobbler, Wizard and Quinque. In the bermudans, M A Solitude won by 9 minutes over Amberjack, who was in turn beat Bryher by 8 minutes.

Without any reference to the OGA Thcf, Evan Pringle won a prize for being the last out of the Thorn!

The bonus of the Mistley Ditch Crawl is the feeding. I have never seen such a spread for a fiver as there was at the Thorn Hotel for lunch, and of course the Wrabness BBQ at Paul Webster's beach residence is legend!

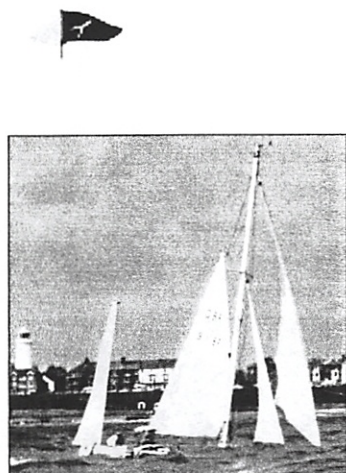
Rather sadly this may be the last Mistley Ditch Crawl—there are moves afoot to stop yachts berthing at the public quay by the forwarding company that runs the commercial side of the quay, which would be very upsetting for local yachtsman.

(Continued on page 14)



"... sadly this may be the last Mistley Ditch Crawl as there are moves to stop yachts berthing at the public quay..."





Sole Bay Festival & East Coast Classics (cont)

(Continued from page 13)

TWO RIVERS RACE 4TH JULY

With a NW wind blowing, this was going to be a tough race for crews, with the length of the Orwell to beat up. Avola was the start boat, Stadats the finish boat, as Wizard shot over the line followed by Maryll, Gromit and Victoria.

We had started at slack water, so it was a case of getting to the leeward mark off Shotley before the flood got up too much power. The big boats and those setting spinnakers clearly had the advantage on the run down, but it was still anyone's race at Trinity No 1.

Once on the Orwell Victoria showed the advantage of local knowledge, sailing skill and a very deep centreboard, but even for her it was hard work with several ships coming down the Orwell, to both baffle wind and racing tactician. Some got a better slant than others up to Levington, and Bona's big topsail gave her a lot of drive in clear air.

However as the tacks got shorter it was the smaller and more nimble boats that pulled up places past Pin Mill, and Wizard took line honours at the Orwell Bridge by nearly 10 minutes from the other racer Quinque. Victoria was just

beaten over the line by High Barbaree, with Maryll following a few minutes later.

The Two Rivers Trophy for first on corrected time was won by Victoria, beating the two racers Quinque and Wizard. Maryll, in fourth place had a prize for first workboat, and High Barbaree first cruiser.

In the bermudans, Amberjack won from Bryher and Rosa Ryal.

IPSWICH REGATTA

The prize giving was a mammoth operation, as no prizes had been presented since Southwold. However, with immaculately prepared sets of results provided by the good offices of Mackenzie Shipping Co, it all went very well, with the Commodore of the East Coast Old Gaffers presenting the prizes.

After all the individual races had been dealt with (see above) it was time for the Points Series for the various classes.

There were magnificent trophies to give out, as well as subscription prizes from Classic Boat Magazine and Watercraft. Those placed in the Points Series also had Ruby OGA garments.

In the Bermudans, Amberjack's persistence and participation gave her first, and she was awarded

the Classic Racers Cup. Bryher won the Bermudan Cruiser Cup, followed by M A Solitude, Rosa Ryal, and Maggie May.

In the Gaff classes, High Barbaree won the Gaff Points, followed by Molly Cobbler and Linnaea in the Cruiser Class.

In the Smack/ Ex- working boat class, the nobby Peggy was first followed by Bona and Quiz. Winner of the Victor Ludorum Trophy for first over all classes was the other nobby Maryll.

For an event of this length it is impossible to thank all those who helped. The Southwold end has been mentioned, but for the overall Classics, our thanks must go to our President, Phil the rib, Lorna, Evan Pringle, JK and Stadat's crew, Paul Webster, PTK and Sarah, Classic Boat Magazine, Seafarer Books, Watercraft, Haven Ports YC, Aldeburgh YC and many others.

Of course we also very grateful for all these participants who made the event such a pleasure to take part in, their humour, their friendship and their skill a great credit to the Old Gaffers Association in its Ruby year.

Jon Wainwright
Hon Secretary

*"However, with
immaculately prepared
sets of results provided
by the good offices
of Mackenzie Shipping
Co..."*





Volunteers

Your Committee are currently giving thought to next years events calendar. As you will appreciate, much work goes on behind the scenes in order for our events to run smoothly and efficiently.

The committee realise that there may be OGA members who whilst more than happy to assist with organising these events, may prefer not to make the commitment to become full committee members. Your committee have the power to co-opt any member onto the full committee for a pre-defined time period specifically to assist with the organisation of an event.

If you feel able to offer help in any in any of the following areas please, in the first instance, log an interest with either Brian Hammett (wrenspark@aol.com) tel. 01277 821481, Jon Wainwright (JRWainwright@aol.com) tel. 01206 393537 or any other committee member. Alternatively you can complete the tear off slip on the bottom of this document and hand it in at the A.G.M, alternatively you can post it with your survey form.

As an example, the committee would welcome help in the following areas:-

Easter Bunny Rally at Wrabness	T B A
Brandyhole & Foulness Island Rally	May 1—3, 2004
Crouch Old Gaffers Association Rally	May 29-31, 2004
BRIGAFF Brightlingsea including ECOG Race	June 17-21, 2004
East Coast Classics	June 22-29, 2004
Southwold Festival of Sail	June 30—July 5, 2004
Swallows & Amazons Walton	July 17-18, 2003
August Old Gaffers Harwich Area	August 25-31, 2004
OGA Anniversary & Maldon Rally	September 18, 2004
<i>All the above are subject to confirmation.</i>	

You may feel able to help by either:-

- Offering assistance to those committee members who already assume responsibility for these areas.
- Offering to assume responsibility, or ownership of an area, or event.
- Offering to arrange new events etc. that do not appear on the current events list.
- Offering to arrange entertainment, competitions etc.
- Offering to arrange one-off visits to places of interest (sail makers, boat yards etc.)

"The committee realise that there may be OGA members who whilst more than happy to assist with organising these events, may prefer not to make the commitment to become full committee members. "

Name _____

Address _____

Tel: _____ Area of interest: _____

Event: _____

Or your suggestion for a new event/activity:

**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*

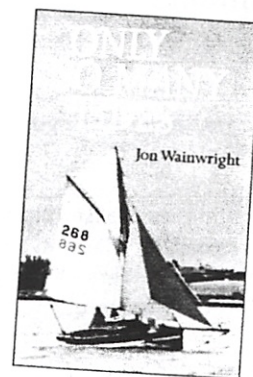
**We're on the web
Eastcoastclassics.co.uk**

For Sale

SNARK for Sale

21' Gaff sloop, built 1932 of pitch pine on oak
with roller reefing/furling,
Yanmar 1GM10 diesel, 2 berths.
Well maintained - £6,000 ono

Details from
Ed Allen tel: 020 7607 4772
e-mail: edallen@waitrose.com



FOR SALE

**SAAB 10 HP MARINE DIESEL ENGINE
& GEARBOX WITH CONTROL
RECENT MAJOR OVERHAUL
£350**

TEL: PETER ON 01206 392733

FOR SALE

Taylor Paraffin Cooker
As New - Cost £750
Sensible Offers Please
Tel: Bob on 07791 934644

DIARY DATES

- November 8, 2003 - End of Season Party & AGM
- Old Gaffers Association AGM (London) February 17, 2004
- Annual Dinner at The Royal Burnham Yacht Club March 13, 2004
- Easter Bunny Rally at Wrabness TBA

More on page 5

CHRISTMAS GOODIES AT THE AGM!

Special this year, we will have the new OGA Claudia Myatt Christmas cards on sale, details in the Gaffers Log. And for those who were not able to win or buy one, there will be a chance to buy Ruby polo and T shirts. Income from these goes into East Coast Funds, to help lay on better events for you. So do support sales if you can.

Also at the AGM, we will have a number of books on sale, with their authors present. Brian Hammett's re-writes of Arthur Ransome's cruises in Raccundra, the Hon Sec's "Only so Many Tides" (almost a rare book now!) and many others will be there. There will also be a chance to stock up on standard OGA regalia, such as sweatshirts, smocks and burgees.

