

OGA

EAST COAST GAFFERS

EASTCOASTER

Newsletter of the East Coast OGA



Cherubs race at Suffolk Yacht Harbour Regatta, 2023 Photo: Woodbridge Boatyard

In this issue we bring reports from the last few events of the winter and look forward to a summer of sailing for big and small boats here on the East Coast and, for some, over the North Sea in the Netherlands. Overleaf is a list of 2024 events. Booking is now open for the first three . . .

Young gaffer Tom Curtis has been busy at Pin Mill restoring 'Deva' and we have a request from Alasdair Simpson, NW OGA Secretary, for help with finding more about another Mersey Rivers Class boat, 'Severn'. She was active with the EC OGA in the 1980s until her return to Arnside.

Our featured boats include two built by Bob Berk and the Deben Cherubs, who celebrate their 100th anniversary this year with a rally over Bank Holiday weekend 24 - 27 May, 2024 which includes the postponed Gaffling 4.1 Championships.

Your Editor is always pleased to receive contributions for inclusion in Eastcoaster, online and/or in print so please get in touch with stories, snippets of news and photos to share!

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2024 events

Plans for 2024 have now been finalised. Put the dates in your diary now and keep an eye on the Events page of the website for full details & booking: www.oga.org.uk/areas/east_coast/east_coast_events.html

25 – 27 May: Deben Rally & Cherub Centenary

A three-day event in collaboration with Woodbridge Boatyard on the River Deben, Waldringfield. The event incorporates the postponed Teamac Gaffling 4.1 Championships and Deben Cherub Centenary. *Booking open now.*

7 – 9 June: Swallows & Amazons

Our premier open boat event for everyone! Join us again at the Walton & Frinton Yacht Club to race around the Island and explore the Backwaters. *Booking open now.*

28 - 30 June: Southwold Rally

This event will incorporate Southwold Sailing Club's 75th anniversary. *Booking open now.*

Saturday, 27 July: East Coast Race

The East Coast Race returns to Stone Sailing Club on The Blackwater, offering great sailing in the river and approaches.

3 – 17 August: Netherlands Anniversary Tour

Several East Coast Gaffers have signed up to join the Dutch OGA as they celebrate their 20th Anniversary. Starting in Hellevoetsluis the event will end in Enkhuisen.

24 - 26 August, River Stour Rally

Sail up the Stour for a rally taking in Wrabness, Mistley Quay, possibly even Manningtree, then join the Summer Cruise if you have time!

26 August - 1 September, East Coast Summer Cruise

Following on from the Stour Rally, the Summer Cruise is planned to take in Walton Backwaters and the Rivers Stour, Orwell & Deben.

September: Broads Small Boat Rally

The Broads are great fun, particularly for small boats.

4 - 6 October: 20th Reeuwijk Raid

Trail your boat to the Netherlands for a weekend of sailing and socialising.

23 November: East Coast Area AGM

Royal Harwich Yacht Club



Deben Cherubs Rally, 2023, Photo: Woodbridge Boatyard



EC Race, 2023 Photo: Sandy Miller



OGA Cruise fleet at Stone Point, 2023 Photo: Beverley Yates

Reports on our winter events

Gaffers that lunch: Sunday 11 February 2024

The sun was shining on the 'gaffers that lunch' on Sunday 11 February, 2024 at the Walton and Frinton Yacht Club. Despite the rugby airing that afternoon (Ireland v Italy), 25 members and guests met up and thoroughly enjoyed each others' company. There was a traditional Sunday lunch of generous portions with all the trimmings and as there was a second sitting for lunch, we adjourned upstairs to the room with a wonderful view.

A dinghy race was finishing while we were eating and with the very high tide, the boats needed to be home before the tide piled out of the creek. The dinghies were the usual interesting varied handicap fleet. We had a grandstand view of an International Canoe sailor practising turns and capsizing drill. Our thanks go to Yvonne Mitchell for organising the event and to the Yacht Club for hosting us.

Words: Jo Masters

Photo: Paul Masters



Tugs & Pilot Boats: Saturday 24 February 2024

40 East Coast Gaffers and guests gathered at the Long Shed in Woodbridge on Saturday 24 February for our third winter event. Moray McPhail brings us a report of the fascinating Tugs and Pilots talk presented by Ben Grundy and Jane Stone.

So how do you park 400,000 tons of container ship safely? We kind of take it for granted because it happens routinely, so it was good to find out what it involves from Ben Grundy, a tugmaster and Jane Stone a Harwich pilot.

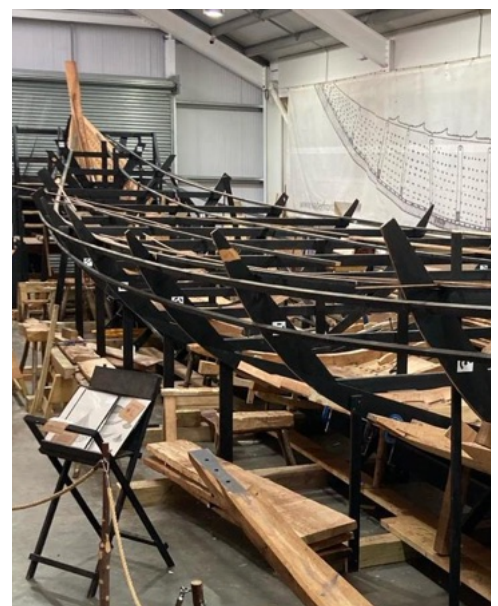
They both gave very informative, amusing and interesting talks on the role that they play and how they came to be doing them. The tugs pulling hundreds of tonnes sideways to give these large ships a hoof round the corner, inducing a heel angle enough to submerge one of the tug boats bulwarks, is spectacular to say the least. There was also the interesting interplay between the pilot and the ships' captains which needed a certain amount of management!

The main thing that emerged from both talks is the sheer professionalism and teamwork that both the pilots and the tugmasters display in Harwich harbour, developing techniques which are then adopted around the UK. The positioning technology used is sophisticated, but it was gratifying to hear that a flat screen real-time display, otherwise known as a window, still played a vital role.

It was also really good to be reminded just how far the blind spot on these large ships extends beyond the bow; these ships may simply not be able to see you. And as Jane explained, if they think you haven't seen them coming up behind, they may give a gentle toot. It never sounds that gentle in real life! Fascinating and impressive.

Words: Moray MacPhail

Photos: Paul Masters



Annual Dinner report: 9 March 2024

Lorna Hill brings us a report with interesting historical snippets and news of long-service awards from the Annual Dinner, held on 9 March, 2024 at the Royal Burnham Yacht Club.

What a treat it is, to be a guest at the Royal Burnham Yacht Club. This lovely venue is steeped in history and dates back to 1893. With the arrival of the railway a few years earlier, it was realised that Burnham-on-Crouch was no longer a difficult to reach, out of the way quiet backwater. Sailing enthusiasts from London decided to create a branch of the London Sailing Club in the town, as they could easily visit Burnham via the new railway. This 'branch' of the London Sailing Club was short lived as just two years later in 1895, it was decided to launch the 'Burnham Yacht Club'.

The Club commenced with the release of 400 shares, strictly on the basis of one per member. The annual membership cost was one guinea (21 shillings or just over £1, for our younger readers), plus an entrance fee of one guinea. According to the Memorandum of Association, the aim was to provide a Yachting and Social Club which 'should offer the encouragement of sailing and other sports by the giving of prizes or otherwise amongst gentlemen amateurs'. The Club grew over the years to receive Royal Patronage, December 1927.

Well you couldn't really get a more fitting place to hold an annual dinner to celebrate the past year's East Coast OGA activities, and to look forward to the forthcoming sailing season. Upon arrival, admittedly somewhat early, Members were engrossed in the rugby which was being played on a large screen. We were able to enjoy a beer or two whilst watching England beat Ireland!

The RBYC has it all, a great function room complete with grand piano and historic marine paintings hanging on the walls. There are numerous half models of notable yachts displayed, along with a very comfortable bar with vintage Lloyd Loom chairs for you to relax in. It also has rooms! Yes, rooms. They have recently received a makeover, adding new beds and décor. So with everything on hand so to speak, we were able to wander off to our room to dress for dinner after the rugby. Did I mention that England beat Ireland?

Trevor and Elaine Rawlinson had decorated the gorgeous dark blue room with numerous flags and ensigns as they always do. They go to a lot of effort to set the scene for a delightful evening, and for this we thank them.

Everyone enjoyed a three course meal, though really it was four courses as a mountain of cheese appeared as if by magic, complete with the decanter of port. I must mention the 'sticky toffee pudding' without which, the Annual Burnham Dinner would be far from complete! The serving of this important component dates back many years and is associated with dear Jon Wainwright. Sticky Toffee Pudding is really a toast to Jon.

With the eating and drinking complete, well not the drinking to be honest, there were some awards to be presented.

Our new President, Paul Masters assisted by our new Secretary and Vice President Pete Elliston, officiated for this part of the proceedings.



Two awards for 'long service' were presented to two couples: Pete & Clare Thomas for 19 years on the Committee including a spell as President and for Clare's 16 years service as Treasurer Robert & Lorna Hill's nine years service as President & Secretary.

I must elaborate on these awards as they were magnificent. Claudia Myatt, our 'artist in residence' had been commissioned to paint montages for each couple of their various boats and events they had participated in. The results are stunning. A further award was also made by the Association President, Mike Beckett to Robert & Lorna Hill as they had won the David Cade Award but were unable to attend the National AGM in Liverpool earlier this year to receive it.

The President then introduced our Speaker, Julia Jones. Julia spoke about The Royal Navy Volunteer Supplementary Reserve (RNVSR). This unit of around 2000 men was set up by the Admiralty in 1936 for gentlemen sailors who might be of use to the Navy in time of war. The RNVSR popularly known as the Yachtsman's Reserve, undertook training both ashore and afloat. They were regarded by some with some trepidation originally, but as the outbreak of war occurred and these reservists showed what they were made of, they proved their worth to the Navy.

The Admiralty's early expectations were justified. Julia's father was one of these 2000 men. Rather apologetically, she admitted that as a teenager she did not grasp what her father had participated in during his early 20s. By a chance find in the attic, she discovered his written notes detailing his active service.

Julia has written a book 'Uncommon Courage', published by Adlard Coles, detailing the wealth of information she has recovered during her research for the book. It promises to be a very good read and is available in hardback or paperback from Bloomsbury Publishing.

It was good to catch up with friends and acquaintances, some of them travelling from as far afield as the Netherlands, very good to see you Kees and Ernie. Thanks also go to Tony and Shirley Judd for travelling a long distance to join us. Tony's latest model boat, a Galway hooker is a work of art, the superb craftsmanship is unmistakable on studying his detailed photographs.

I look forward to next year and would strongly recommend getting the Annual Burnham Dinner in your diary for 2025.

Words: Lorna Hill

Photos: Paul Masters & Marion Shirley





EC OGA featured boats

In February our featured boat was 'Crow', sadly now for sale and in March we featured another Bob Berk build, 'Dirty Girty'. In celebration of the 100th anniversary of the Cherub, our April boat was 'Ariel', relaunched in 2019 and winner of a Classic Boat restoration award.

'Crow'

As a young boy I used to stay with an uncle who moored his traditional Broads yacht Wayfarer outside his waterside cottage at Stalham and later I'd hire Broads yachts with friends from school. Many years and several boats later, approaching retirement, I was ready for a big project. The result is 'Crow', a 38' yacht 'inspired' by Phil Bolger's Moccasin design. Since I am a member of the OGA she is rigged with a gaff.

Spirit Yachts built the strip planked cedar ply, glass and epoxy hull and deck for me. I farmed out the spars and various other bits but it still took me three years to complete her. It was always intended to take her on the Broads so the main mast is stepped in a Broads type tabernacle and the unstayed mizzen mast simply lifts out. Everything had worked out really well except for one thing, the wooden centreboard was too thick and kept jamming the case. The quick solution was a steel plate; I ordered a piece of 10mm steel plate, cut it to shape, had it galvanised and into the boat in a week. 'Crow' still had the steel plate in when we took her on the Norfolk Broads which in retrospect turned out to be just as well because we hit something with it.

We had been sailing on Barton Broad on a windy day and would have had a reef in had we been at sea. After an unsuccessful attempt to tack up the river to Stalham, ('Crow', with her 10 inch deep full length keel loses too much speed in the turns) we went storming back into the Broad. Suddenly there were two enormous bangs in quick succession causing the Dyneema line which leads from the centreplate to a tackle on deck to jump off its pulley. So what had we hit? There were stories about planes going down in the area during the war but I couldn't find out anything about them.

I had more or less forgotten the incident when there was a piece in our local news about the remains of a German Dornier bomber being pulled out of the sea near Dover. With my interest revived I phoned the Norfolk and Suffolk Aviation museum. During a most interesting conversation with the proprietor I discovered I had hit a Meteor Jet, that the pilot had ejected but didn't survive. Since it had crashed during the Cold War it would have been armed. So I had given a plane loaded with explosives a huge whack with a big slab of steel! With her plate right down 'Crow' draws 6 feet, which is considerably more than any Broads yacht, so presumably the plane is too far down to bother them and that's why it has never been removed.

Words: Bob Berk, first published in Eastcoaster, August, 2019

Photo: Beverley Yates



'Dirty Girty'

Bob always wanted a light, small, cruiser racer and he had some ideas around the Broads boats, but specifically wanted a free space inside so the centreboard box 'had to go'. Bob was very interested in Phil Bolger's designs and after some discussions the concept of a punt-like narrow thin hull came about. Built on the River Stour by Bob 'Dirty Girty' was launched in 1986 from the Barn in Bradfield Bay.

'Girty' as she became affectionately known has a bottom 'print' of 24' long by 4' wide which is exactly 3 sheets of Brunzeel top quality ply laid next to each other! Her bow and stern sections taper in each of the the two end sheets rapidly ending in a vertical stem and stern. There is quite a rise to give the flat bottom a lift at each end which leaves her with about a 16' waterline when on an even keel. The centreboard has been ousted by a pair of asymmetric boards with about a 5/8" hollow aerofoil section, each one fitting just inside the hull so being nearly 4' apart each acting like a hydro-wing in the water to give rise to a phenomenal amount of lift to windward.

She carries about 60 kilos of lead as under-sole-ballast right down the centreline to improve her righting moment and gives her a good ballast ratio. Her beam above the waterline is increased to 6' by way of sponsons which give a seating area for the crew and Bob was very proud to state that this was an easy way of 'old men sitting out'! Moreover it allowed somewhere to fit the cleats and gear to get the sails to actually set!

The sails and rig are revolutionary as she sports a spritsail schooner rig with a boomed main which is tenon jointed into the mast so that revolves through 180 degrees. The main is un-stayed and the fore does have stay that is changed over at each tack like a backstay on a smack. The fore-main or zero as it is called is a traditional loose footed sail and the jib is again traditional, on a roller. Her masts and spars are all hollow and made of that traditional stuff called wood although wherever she goes, as they are painted black, everyone assumes they're carbon.

I first came across 'Girty' at a Gaffers Shotley Classics where she made her debut. I remember the conversation between another Gaffer and Bob: 'I thought you were a buoy out there near the Medusa, but when you tacked I realised it was a boat'! At a distance, 'Girty', with her black flat topped sails, clearly looks like a sea mark.

In 2012 Bob lent us the boat to help promote the East Coast OGA youth. Young Ed Roberts was sailing on our Itchen Ferry 'Reverie' and well-known to Bob so we were deemed 'Suitable custodians' of his creation. Later, Ed asked me if I could add a bowsprit to her so he could fly an asymmetric spinnaker. She now sports an 18" bowsprit in stainless steel and you can imagine how pleased we were to be able to

improve and modify such a pedigree racing machine.

She continues to surprise and amaze everyone (including the crew) having been to Holland where the Dutch were adamant that she must be made of carbon and certainly wasn't built in 1986. She's raced in Falmouth and the Solent as well as on the East Coast. 'Dirty Girty' is a force to be reckoned with and we need more 'crazy crew' to help us sail her and promote gaff rig wherever she goes.

Words: Pete 'the knife' Elliston

Photos: Beverley Yates

Deben Cherub 'Ariel'

In celebration of their 100th anniversary this year, our featured boats for April and May are from the Deben Cherub fleet.

Everson & Sons Yard on the River Deben, Suffolk produced one of the first series production yachts on the English East Coast, the 21ft. 'Cherub' Class, of which 17 were built between 1924 and 1937. On 25 October, 2019, Deben Cherub 'Ariel' was relaunched at The Woodbridge Boatyard, Everson's Wharf, the owner being Tim Everson, great-grandson of The Woodbridge Boatyard's founder, Alfred A Everson. The following year she received the Classic Boat Restoration Award (under 40).

Boatbuilding at the Everson yard in Woodbridge, Suffolk on the English east coast began in 1889. As well as building boats and running the yard, Alfred Everson was the official Starter and Timekeeper for the Deben Yacht Club, 1889 – 1933, starting many races from the end of the old jetty with a 12 bore shotgun and (usually) blank cartridges. When his sons, Cyril and Bert, joined him, they became Everson & Sons Ltd. as the yard was called until 2010.

The current boatshed is believed to date from 1912, presumably after the original structure burnt down, since it became known as 'Phoenix Works'. Indeed some of the charred timbers are visible in the supporting structure. The reconstruction involved materials from a number of sources including ships spars and telegraph poles. Although a 'temporary' structure, it has somehow survived two world wars and the 1987 hurricane.

Built between 1924 and 1937 by Everson & Sons of Woodbridge, the Deben Cherub has come to represent the yard for many. Strong, affordable and appealing to families they were constructed from oak and Canadian rock elm with planking of larch or pitch pine, everything fastened with copper.

The classically East Coast gaff-rigged cruiser-racer is ideally suited to the confines of river and estuary sailing and became a model for many pocket cruisers to follow. Now, over half a century since the Cherubs were last seen in large numbers, racing from the Deben Yacht Club under the starter's 12 bore shotgun fired by Alfred Everson, they are regaining momentum on the River Deben. Everson & Sons, which in 2010 was renamed The Woodbridge Boatyard, is once again home to a flock (or is it a chorus?) of Cherubs with racing now a regular summer series following the first race in 70 years taking place in autumn 2022. Four Cherubs sailed down to the River Orwell in 2023 to race in the Suffolk Yacht Harbour Regatta.

Photos:

Tim Everson at the launch of 'Ariel' by Claudia Myatt

'Jubilee' racing at SYH Regatta, 2023 by Beverley Yates



Crossfield of Arnside Mersey Rivers Class: 'Severn' and 'Deva'

These two boats, built at the Crossfields Boatyard in Arnside, Cumbria over 100 years ago both have East Coast connections. One is here, being restored on the River Orwell and the other is back in Arnside being restored. Alasdair Simpson, OGA NW Secretary is seeking information about her time on the East Coast - can you help fill in some of the gaps for 'Severn'?

'Deva'

For those of you wondering what's happened to 'Deva' recently, Tom Curtis brings us an update from the boatshed. 'Deva' is a Royal Mersey Rivers Class, built by Crossfields of Arnside in 1912. The Rivers Class were Crossfields' smallest prawners fitted out as open racing boats for the 'Liverpool gentlemen'. The Class was active up to about 1935, when it was disbanded. Several of the Class went to join their working sisters in the pursuit of shrimps and prawns in Liverpool Bay and off North Wales. 'Deva' was owned for many years by stalwart of the East Coast OGA, Jon Wainwright. Re-decked with raised topsides by one plank, she was sold in 2008 from his estate. In 2019 'Deva' was purchased by East Coast boatbuilder, Tom Curtis who sends this update with a photo of her hull in the workshop.

"She is currently having a full rebuild in our shed. After a long time of procrastinating whether anything of the original could be saved and if so how . . . we decided the hull was too far gone to save anything. So the decision was made to just keep the ballast keel. We've built her a brand new centreline out of oak, sawn on our mill in the shed next door. We patterned the hull and made up OSB moulds which were installed on the new centreline and now the hull is starting to get battened ready for new floors and frames."

'Severn'

'Severn' was built in Arnside by Crossfields in 1912, a Rivers Class boat. By the late 1960s she was in North Wales. Between the 1970s and 2018 she was kept on the East Coast in Essex and Kent. In 2018 'Severn' was bought by Arnside Sailing Club for £5500 with the help of a Heritage Lottery Grant in order to restore her.

Whilst designed for short races on the Mersey, the Rivers Class have proved themselves capable of making long voyages. Another well known Rivers Class boat, 'Deva' was kept on the East Coast. She crossed the North Sea several times and is now being restored on the River Orwell. With a small draft they are suitable for shallow estuaries such as the River Kent at Arnside.

SEVERN 23 'River class prawner (similar 'Deva'). Gaff sloop, built 1913, pitch pine on oak. V.G. condition. New keel bolts, 4 h.p. Stuart rebuilt. Terylene sails, plus topsail. Unused new 13 oz .cotton trysail. Lying Borth y Gest. £650. Gaffers Log 1972/1 For Sale Notice

Following this advert, she was bought by Mr John Gaynor of Leigh Park Road, Leigh on Sea, near Southend. Leigh Park Road is a road of large Edwardian houses overlooking the bay, briefly called Rosevern. In 1976 she was advertised for sale by Mr Gaynor for £1,100. (£7000 in 2020 prices) Boat details include a cooker and toilet. She was sold to Ken Tomlinson of Hockley, north of Southend in Essex and kept at Paglesham on the Roach Estuary, south of Burnham on Crouch.



SEVERN (509) 23' x 7' x 3' Rivers Class Morecambe Bay Prowner. Built Crossfield of Arnside 1912, sister to Deva. Stuart P5, 2 sets sails, 2 berths, cooker, loo, rotary bilge pump, seafarer, carvel, pine on oak. Fast boat in good condition. Survey 1974. £1,100 Gaffers Log 1976/1 For Sale Notice

In 1977 she was spotted at Paglesham by Peter Booth of West Kirby and Perry's Sailmaker and in 1980 featured in the 'Longshoreman' magazine with Ken Tomlinson as the owner. Her hull was green. In 1984 Ken Tomlinson advertised her for sale at £2000.

SEVERN (509) Royal Mersey Rivers Class, one of 30 built on Morecambe Bay Prowner lines by Shuttlewood of Arnside in 1912. 23' x 6'6" x 3' +7' bowsprit, pitch pine on oak. Gaff cutter rig with jib headed topsail. Spartan accommodation for two, Stuart Turner 8 h.p. engine. Much admired & with most interesting history. £2,000 Gaffers Log 1984/1 For Sale Article

Lou Perrotta, a young American lady with three children bought her for £750. (£2500 in 2020 prices), keeping her at Heybridge Basin near Maldon on the River Blackwater. Her hull colour was changed from green to white. In 1986 'Severn' was recorded as being owned by Roger Parrimor in the late Jon Wainwright's book 'Only So Many Tides'. Roger Parrimor went on to be Chief Fire Officer of Essex. Jon Wainwright who owned 'Deva', another Rivers Class boat, recounts taking part in a race in 1986 where 'Deva' beat 'Severn' in a race. In a 1987 Gaffers Log article 'Severn' is recorded as being kept at Heybridge, near Maldon on the Blackwater Estuary. She took part in 1988 OGA East Coast Race, which started from Stone Sailing Club on the south side of the Blackwater Estuary below Maldon and a year later Jon Wainwright mentions 'Severn' as being in the hands of a new owner.

In 1997 she was sailed from Walton-on-the-Naze to Otterham Creek, near Gillingham in Kent, River Medway and was discovered at Otterham Creek Boatyard by David Pearce of Leigh-on-Sea in a poor condition after several years of neglect. David bought 'Severn' for £1000 in 2013 and moves her to Sutton Wharf Marina at Rochford, Essex on the other side of the Thames. Over the next two years (2013-15) he restores 'Severn' with the help of two retired shipwrights.

Find out more about 'Severn' and the restoration project on the Arnside Sailing Club website.

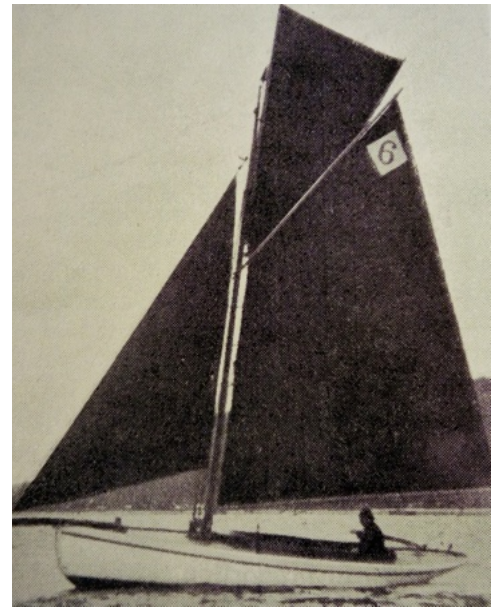
Words and photos of 'Severn' supplied by Alasdair Simpson

Archive photos are from 1912, 1980 and the 1980s.

Please contact Alasdair by email with any information about the East Coast history for 'Severn':

nwsec@oga.org.uk

severn@arnsidesailingclub.org.uk



Swallows and Amazons: 7 - 9 June, 2024

*Tessa Hodgkinson reflects on the history of this popular annual event.
Booking is open now so why not come and join us?*

The annual Swallows and Amazons Race is a delightful celebration of the diversity found in small Gaffers, the sailing adventures of the Walker & Blackett children, the wonderful back drop of the Walton Backwaters and of course, the ever forgiving, ever clinging Essex mud.

It all started some 35 years ago when Jon Wainwright and Brian Hammet started a "race around the island" for the smaller boats and dinghies at the Shotley Classic Boat Festival in 1989. It proved very popular with all the open boats and even some smaller cruisers, so eventually it broke away to form its own weekend event. The title of the weekend seemed an obvious choice, paying homage to Arthur Ransome and his inspirational books about the youngsters, delighting in their adventures and their freedom with their small gaffers in these very waters.

In the early 2000s we were regularly hosting 40 to 50 small boats at Swallows and Amazons, it was often the largest East Coast event. The boats were a wonderful collection, including real classics over 100yrs old, ex fishing boats incl Lune whammels, winkle brigs, smacks boats, barge boats, whalers, also racing dinghies, 1920s one designs, dinghies and self-built boats, and they came from all over England and Wales in a spirit of goodwill and fun.

Saturday was race around Horsey Island, launch as soon as there is water and try to get back before the mud reappears. There were always adventures and spills, dinghies full of families and dogs, some definitely had pirates aboard, some pausing to seal watch and others offering tows to those becalmed without an outboard and needing a helping hand home.

Being a race, of course, there are prizes, but having such an eclectic fleet, handicapping is virtually impossible, so we made many classes, many prizes and a rule that each boat could only be awarded one prize, to share them around as much as possible and encourage all.

Sunday is fun day (just in case the race was not fun enough) we have had dinghy treasure hunts, sail in company to a picnic spot, visit the actual Swallow Island (by landowner invitation), seal trips and exploration into the furthest, shallowest backwaters.

As the years have gone by Swallows and Amazons has reduced in size, but the spirit of fun and inclusivity remains, prizes for all and never more than one each. There is an increasing fleet of east coast smacks boats that regularly support the event and all small gaffers and assorted classics are very welcome.

Come by sea or land, enjoy the secret waters and friendly pirates, watch out for seals and mastodons ... they can all be found here.

Words: Tessa Hodgkinson



*Swallows & Amazons, 2015
Photo: Julian/Cable*



*'PTK at Swallows & Amazons, 2010
Photo: Beverley Yates*



*Swallows & Amazons, 2010
Photo: Beverley Yates*

Classic Boat Awards, 2024

On 3 April Classic Boat Magazine announced their annual awards at a champagne reception hosted by the Royal Thames Yacht Club, London.

The East Coast was once again well-represented in the awards with River Deben based Laurent Giles design 'Peter Duck' (once owned by Arthur Ransome) being awarded runner up in the Restoration of the Year (under 40ft) category.

Ipswich-based Spirit Yacht's Founder, Sean McMillan was presented with the Lifetime Achievement Award and another Spirit yacht, C72 'Gwenhyfar II' won the Spirit of Tradition category.

Website, Social Media, Print & email

The choice is yours!

Every registered EC OGA Member who has provided us with an email address receives a regular mailing with updates and links to new content online. Please note that both Family members may submit their email address.

News is published on the Eastcoaster website:

www.eastcoastgaffers.org.uk

The EC Gaffers Facebook page is updated regularly and there are WhatsApp groups for social 'chat' and events.

The Association website was updated in January 2024 to provide easy access to 'East Coast Gaffers Online': Facebook, YouTube, WhatsApp and EASTCOASTER (online as well as archived PDF copies to download and print).

This quarterly PDF digest of posts is available for download to print at home.

www.oga.org.uk/areas/east_coast/east_coast_online.html

For £6 per annum, East Coast Members may also opt in to having a printed copy of EASTCOASTER mailed to them on a quarterly basis (black only). Send your cheque and request for this service to:

Sarah Adie, Arpajon, 25a Harwich Road, Mistley, CO11 1ND

If you and/or another family Member in your household has an email address and would like to receive the monthly mailings, or you have changed your email address, please contact Colin Stroud, Association Secretary to confirm your details.

Contact Colin by email: secretary@oga.org.uk

