

# OGA

## EAST COAST GAFFERS

BERWICK-ON-TWEED TO RAMSGATE

# EASTCOASTER

Newsletter of the East Coast OGA



As this issue is prepared, we're ready to enjoy the first sailing event of the season, the bienial Deben Rally based at Woodbridge & Waldringfield Boatyards on the River Deben. Watch out for reports online.

In this issue there are three featured boats, marking the end of the series with the last one published in May. From June, we'll be featuring some of our 'favourite places' along the coast from Ramsgate to Berwick-on-Tweed.

In January, the East Coast hosted a most successful Association AGM and in February secured an excellent partnership agreement with a local boatyard. With a Spring bikeride taking the place of an early Easter sailing event, we're now looking forward to fitting out and getting on the water.

Please be sure to look out for updates online where booking and registration is open for all events. **Don't rely on details in this first draft for the whole year!**

Thankyou to everyone for your contributions, your Editor is always looking out for more tales to tell!

*Cover photo: Harwich & Dovercourt Sailing Club hosts the Association AGM on LBK6, Beverley Yates*

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## Dates for the diary: 2026

There are plenty of events coming up in the Summer 2026. Visit the Events page on the website for updated information and bookings:

[www.oga.org.uk/areas/east\\_coast/east\\_coast\\_events.html](http://www.oga.org.uk/areas/east_coast/east_coast_events.html)

### 23 - 25 May: Stone Point Rally & Pennyhole Bay Race

We will get together for a social weekend over the second bank-holiday weekend in May, with a BBQ at Stone Point. The Pennyhole Bay Race will be held as part of the weekend and there will be time for exploring the Walton Backwaters. Join us for the meal on Sunday at Walton & Frinton YC even if you can't make the whole weekend!

### 25 - 28 June: Swallows & Amazons

Walton & Frinton YC will be hosting our 'signature' event again this year over a long weekend.

### 18 July: EC Annual Race

Hosted by West Mersea YC, the EC Race will be on the River Blackwater with the Summer Cruise starting on Sunday.

### 19 - 25 July: East Coast Summer Cruise

The Cruise will start at West Mersea following on from the EC Race and sail north, hopefully as far as Southwold.

### 1 - 2 August: Stour Sailing Club Regatta

With an OGA class event offered by the Club, this will be a 'small boat' event with pursuit race on Saturday and standard handicap race on Sunday

### 28 - 31 August: Small Boat Rally, incorporating 3rd Gaffling Championships

This three-day event will be held on Derwent Reservoir, County Durham. Bring your small boat, join us to camp and crew with other Gaffers or hire a Gaffling for the weekend . . .

### 5 September: Pin Mill Regatta

Having been offered an OGA class event by Pin Mill Sailing Club, bigger boats will race for the President's Cup.

### 26 September - 2 October: EC Trailers on Tour

Pete (Area Secretary) and Sarah invite members to join them on a cruise in company to the Netherlands. More details and registration of interest form is available on the website.

### 7 November: EC Area AGM

Royal Harwich YC

## Your Committee needs you!

Would you like to help in organising events. This does NOT involve attending numerous Committee meetings . . . just ideas for great events up and down our new extended Area.

Please contact any member of the Committee with your offers of help - we look forward to hearing from you!

*'Lahloo', EC Race 2025, Seamus Masters  
Swallows & Amazons 2025, Steve Mitchell  
Ullswater Small Boat Rally 2025, Beverley Yates*





## Featured boats

*It's becoming harder and harder to find 'featured boats' we haven't already published . . . so we'll be finishing this series in May 2026. For this final quarter, we're bringing some popular 'modern gaffers' from Cornish Crabbers and a home built boat based on the River Orwell and now on passage around the UK.*

### Cornish Crabbers Shrimper 19 & 21

*In February, we featured the smaller Shrimpers, designed by Rober Dongray back in the 1970s and built at Rock in Cornwall by Cornish Crabbers. These production boats are popular with OGA members and in this post we highlight a few of them. Not all the boats featured are actually from the East Coast Area of the OGA. However, since these smaller boats may be trailed, several of them travel around the country to sail in different locations, including the East Coast.*

'Eagle Owl' was built in 1987. Her home port is Lytham. Skipper Ann trails her to events around the country, including on the East Coast. 'Sadie Rose' is also a Cornish Crabbers Shrimper 19 built in 1987 kept on a floating mooring at Woodbridge on the River Deben. Further down lies 'Sniff' at Waldringfield. 'Charlotte Elizabeth' is another Shrimper 19, built 2009. OGA60 Round Britain skipper, Martin Pound sailed her single-handed with Jack, his dog, as crew. After starting in Cowes, he made one or two 'passages' via road, trailing the boat to rejoin the fleet as they made passage around Britain before joining the Jubilee Rally in Ipswich, August 2023. A newly acquired Shrimper 19, 'Louisa', arrived in Ipswich 2025, just in time to join the Summer Cruise.

Paul Hemsley launched 'Dragonfly' in June 2023, making her the newest participant in the OGA60 Jubilee Party at Ipswich in 2023. The lifting keel gives a shallow 1'10" draft making her ideal for both cruising and inshore exploring. "We had a great week away in the Solent in 'Dragonfly', hitch free considering she was delivered from Cornwall on the Friday afternoon, launched and we set straight off on a week's rally, spending the whole week with a reef or two!"

'Sapphire', a Shrimper 21, was built in 2019. She sails the West Coast of Scotland and Western Isles; sea lochs, islands, major ports, remote lochs and stunning inlets, where we're the only visitors, save for seals, dolphin and seabirds. 'Sapphire' has sailed north from the River Orwell in heavy seas, crossing the shifting sands of the Deben and the the Ore with a confidence sometimes greater than her crews! 'Sapphire' sails joyfully in company and loves her solitude. She's a treat to tow, easy to care for and sails like a dream (or a dinghy!). Good to sleep on, holds a portable fridge as though it's built-in and one pot cooking rules ... very well thank you!

**Cover photo: Tony Pickering**

## 'Gilda'

*Our featured boat for March is 'Gilda', a gaff topsail cutter, produced by Cornish Crabbers at Rock, Wadebridge, Cornwall in 1979 as a kit package. She was designed by Roger Dongray who designed the Crabbers, Shrimpers, Golant Gaffer and Cormorant dinghy.*

Due to poor health her build was contracted to Cantrell & Son, professional shipwrights, at Newhaven. In 1983 she was purchased by Gill and David (thus 'Gilda') Stacey and launched for the first time at Maldon. Through good times and bad, and a variety of owners, she has remained on the East Coast exploring its creeks and rivers.

### Finding 'Gilda'

Yvonne and I first saw 'Gilda' in October 2023, behind many boats in the TSL (Tollesbury Saltings Ltd.) yard, where she had been ashore since 2013. 'Gilda' had fallen on hard times, her cover having partially blown off and torn, she had been exposed to the elements for many years. Our main areas of concern were the state of the spars, the rotten foredeck and that the new Beta 14 engine (alternator included) was under water, within 1/2" of the top of the dipstick. Notwithstanding all these issues we saw potential and felt her restoration was within our capabilities and importantly our budget.

Hull: GRP with centreboard

LOA: 29.25 ft LWL: 20.25 ft LOD: 24 ft

Beam: 8ft Displacement: 2,087 kg

Draft Max: 4.67 ft Draft Min: 2.42 ft

Sail area: 305.00 ft<sup>2</sup>

### The project begins

We took the spars home to refurbish over the winter, this included splitting open the length of all seams, scarfing in new wood where required and epoxying them all back together, sanding and 9 coats of varnish. It never ceases to amaze me at how resilient wood can be. The following May, after purchasing a 4-wheel trailer, 'Gilda' was finally brought home to Walton on the Naze. I was away as crew, sailing 'Teasel' to the Netherlands with Martin Hills, when TSL informed that 'Gilda' could be moved. TSL had organised a crane and played a game of chess with boats to access 'Gilda'.

I was very annoyed at having to pay the yard to move their customers' boats, an unusual situation, but they had us over a barrel. I certainly will not do business with them in the future. Good Old Gaffers, Pete and Clare Thomas offered to help Yvonne with securing and towing 'Gilda' home where, on 12 May 2024 and with the help of friends and neighbours, she was pushed towbar forward onto the driveway, fence panel removed and close to the workshop. With the Summer Cruise deadline three months away and concentrating our minds we set to with enthusiasm.

### Ready in time for the Summer Cruise 2024

Over the next few months, the following tasks were ticked off:

#### Des

Replaced and epoxied, painted etc. the foredeck. Refurbished the sliding hatch and deck wood trim. Reinforced the mast step and rebuilt and painted part of the cockpit. Sanded the inside of the boat. Serviced the engine. Installed electrics. Polished the hull gelcoat and antifouled. Overhauled the rigging.



**Yvonne**

Sanded and varnished all internal wood trim. Insulated the hull and under the deck. Painted the inside and the bilges. Vacuumed and cleaned. Refurbished the boat cushions.

**'Gilda' was launched 21 August 2024**

Her shakedown cruise was a trip to the southern broads via Lowestoft before joining the OGA cruise. In 2025 I carved two name boards for 'Gilda'. Added to the electrics including a solar panel. Built an aft deck and rebuilt the rudder, rudder shaft bearings and housing. The rudder has been given an aerofoil shape with a 10% lead ahead of the shaft to create a balanced rudder. This single change has transformed Gilda's handling. Plans for 2026 include painting the hull, additional ballast, a jackyard topsail, wider bunks and new cushions. The centreboard pivot bolt is also due for inspection. Since launching in 2024 'Gilda' has visited the Broads, Ore and Alde, Snape, the Deben, Woodbridge, Stour, Orwell, Colne and Brightlingsea as well as regularly sailing the Walton Backwaters.

**So, what is my opinion of the Cornish Crabber 24 Mk1?**

Personally, I like her lines and we have had much enjoyment sailing her. 'Gilda' is a comfortable boat if one accepts that headroom below is limited and the bunks too narrow. The cockpit is spacious and lovely for sleeping out in fine weather but too big for comfort or purchase when heeled in a blow. 'Gilda' sails well with the usual gaffer upwind limitations. She is under canvased in light airs but needs to be reefed early. As I often single hand 'Gilda', I have found a tiller pilot indispensable as she will not steer a straight course on her own. She makes a great East Coast boat due to her shallow draft enabling us to poke up shallow creeks or over sand bars. She heaves to quite happily and manoeuvres easily in close quarters.

*Words and photos: Des Trollip*

**'Acorn'**

*March brings us the log of a home-built boat starting out on her UK circumnavigation . . . For most sailors, building a boat is a dream. For my partner Sam Francis it became a nine-year project.*

'Acorn' is a Cape Henry 21 gaff-cutter, designed by American naval architect Dudley Dix. Sam built her himself, over evenings and weekends until she was finally declared "finished" in 2019. Like many home-built boats she is still evolving, but she has already proved herself a capable little cruiser.

Under sail she behaves exactly like a small gaff cutter should: happiest once properly settled, the big mainsail drawing steadily while the bowsprit keeps everything politely balanced. Owning a boat you have built yourself changes the relationship entirely. Every fitting carries a memory of how it came together.

So when 'Acorn' began making her way slowly around the UK coastline, it meant far more than simply going sailing. For Sam it was the chance to circle Britain in a wooden boat he built with his own hands. This stage of the voyage began from our usual waters on the Orwell.





### **Orwell to Southwold ~27 nm – NE 5 kts**

We slipped from Levington Marina at 02:00 and worked quietly down the Orwell towards Harwich Harbour. By 03:30 we were crossing the main shipping channel before turning north along the Suffolk coast. A light north-easterly breeze opposed the tide and produced a short, uncomfortable sea. We motorsailed much of the morning at around 5–6 knots before settling for Southwold rather than pressing on to Lowestoft. By midday we had logged roughly 27 nautical miles and were tied up, immediately beginning the voyage's first round of serious fish-and-chips evaluation.

### **Southwold to Lowestoft ~13 nm – NE 9–10 kts**

Leaving at low water the following morning, the wind remained stubbornly ahead of us. The short coastal hop became a series of short tacks mixed with motorsailing. A gaff rig does not hurry to windward, but once trimmed properly 'Acorn' will settle into a steady rhythm and keep working away patiently. Despite the modest chart distance the zig-zagging pushed the total closer to thirteen nautical miles before Lowestoft finally appeared. A pair of seals inspected our arrival before disappearing again.

### **Lowestoft to Wells-next-the-Sea ~52 nm – WSW 7–8 kts**

With a west-south-westerly breeze we headed north along the Norfolk coast. The early miles were close-hauled and uncomfortable but the sea gradually settled as we moved offshore. With the breeze abaft the beam the gaff mainsail finally came into its own, the long boom easing out while the boat found her stride. By late afternoon we had covered just over fifty miles and arrived at Wells. What should have been a short stop turned into nearly a week ashore waiting for weather. The delay eventually led to an unexpected outing on the Wells & Walsingham light railway, the first of several accidental encounters with Victorian transport engineering that would follow us up the coast.

### **Wells to Grimsby ~56 nm – WSW 8 kts rising 30+ kts**

We slipped out of Wells at 04:30 in light drizzle. Just as we crossed the bar the engine stopped dead. With breaking surf ahead of us and the beach uncomfortably close behind, there was no helpful harbourmaster to call – it was 4am and Wells was still asleep for the off-season. A quick anchor dropped into the swell bought us just enough time to investigate. The culprit turned out to be the HT lead shaken loose from the spark plug. Reattached and restarted, the engine roared back to life and we carried on with slightly elevated heart rates. A bumpy start to our journey across the Wash. The rest of the passage north settled into steadier sailing until we reached the Humber, where the wind had strengthened dramatically. By now everything was remarkably damp, a characteristic that would follow us all the way to Whitby.

By the time we arrived in Grimsby gusts were over 30 knots. During the berthing manoeuvre Sam stepped ashore, slipped on a tangle of abandoned rope and buckets and very nearly continued straight into the dock. Thankfully he was saved by some conveniently placed lines. Grimsby itself needs no explaining.

However, a happy surprise, the Club members were welcoming and generous, the bar was lively, and the drinks were remarkably inexpensive. Four days weather-bound there also allowed us a memorable train escape to York, where we visited the National Railway Museum and enjoyed luxuries that felt extravagant after life aboard: a proper mattress and a fiercely hot shower.

### **Grimsby to Filey Bay ~40 nm – moderate breeze**

When the weather finally eased we slipped past Spurn Head with favourable tide and good early progress. Rounding Flamborough Head slowed us again as the tide turned against us, but seals and seabirds provided plenty of entertainment. Our hard-caught fish for dinner escaped on its way to the plate. Oh well, noodles for supper again! By evening we dropped anchor in Filey Bay after about forty nautical miles.

### **Filey to Scarborough ~6 nm**

A short hop brought us to Scarborough, where persistent rain soaked everything on board. Eventually we bought a tiny electric dehumidifier – useless at sea but miraculous when plugged into shore power. Finally, dry sleeping bags! A triumph! Two damp days there also produced our next Victorian diversion: Scarborough's famous cliff-top funicular railway.

### **Scarborough to Whitby ~18 nm – strong northerly**

Leaving Scarborough we quickly tucked in two reefs as a fresh northerly built approaching Robin Hood's Bay. The short passage required some determined progress to windward before Whitby harbour finally opened ahead. After several hours waiting just past the Harbour for the bridge to open, we arrived in time to wander up to Whitby Sailing Club just as the Scarborough-to-Whitby race fleet was finishing. What followed was a superb evening of hospitality with North East sailors celebrating the race results. Whitby also introduced us to Harry, an American sailor cruising aboard his Bristol Channel Cutter 'Indigo'. We ended up spending three very enjoyable days swapping sailing stories before the next weather window appeared.

### **Whitby to Hartlepool ~41 nm – moderate breeze**

Leaving Whitby on 2 June we finally enjoyed a near-perfect sailing day. With a fair breeze we goose-winged north past Salt Scar and the Tees entrance. The gaff sail spreads wide when run like this, the boom squared off and the sail bellied out like an enormous tan wing. Later the sea built again and we reverted to motorsailing with a small headsail to steady the boat. After about seven hours we reached Hartlepool. Just in time. By evening the wind outside was gusting close to 35 knots.

### **Hartlepool to Blyth ~37 nm – following swell**

Two weeks later we returned to the boat and headed north again. A rolling following sea made the morning lively, but conditions eased by midday. We passed Seaham, Sunderland and South Shields before turning into Blyth harbour after around thirty-seven miles.

### **Blyth to Amble ~27 nm – 20 kt headwind**

After another short weather delay we left Blyth in gusty 20-knot headwinds and motorsailed north with only a small headsail set. Puffins appeared frequently along the route, bobbing around the boat as we worked our way north. Crossing the marina bar at Amble required careful timing and very little water beneath us, but 'Acorn' slid safely into what will be her winter home.





### **A Small Boat, A Long Way**

By the time we reached Amble we had sailed a little over 300 nautical miles since leaving the Orwell. For a 21-foot wooden boat built over nine patient years in spare evenings and weekends, it felt like a satisfying milestone. There is still a long way to go around Britain, but ‘Acorn’ has already proven that a small home-built boat can travel surprisingly far. Particularly one with a forgiving gaff rig that rewards patience more than speed. Preferably with the occasional steam railway, welcoming harbour pubs, and a continuing search for the East Coast’s best fish and chips along the way.

*Words & photos: Marie-Louise (ML) Ferrigno*

## **Our Suffolk bikeride: 15 March 2026**

*As Easter is early this year, too early for most to be out on the water, there was a new venture for East Coast Gaffers in March, a bike ride. Well supported, the bike ride is reported on here with assistance from AI ‘in the style of Jane Austen’, commissioned by Sarah Adie. The event was ably organised by Shona Fairchild.*

“Under the capable guidance of Shona, our party set forth beneath a most obliging sky, where sunshine and clear blue expanse prevailed, though accompanied by a wind of such chilliness as to remind one of the season whenever shelter was withdrawn. Though a few among our number failed to appear, we found nine to be a company quite sufficient – indeed, admirably suited – to the gentle management of what might be termed a spirited assembly of cyclists of a certain experience. Of these, six were mounted upon electric contrivances of modern ingenuity, whilst three relied upon their own exertions; yet it must be confessed that even the former were, at intervals, obliged to dismount and proceed on foot, the terrain proving not entirely submissive to mechanical advantage.

Our course led us along off-road tracks of varied disposition: at times lightly veiled in sand, at others more deeply encumbered, and occasionally firm enough to afford relief, with but the smallest concession made to tarmac. We traversed forests of quiet dignity, open heathland of pleasing breadth, and passed through villages in Suffolk of a most picturesque character. One particularly charming churchyard, sheltered and serene, provided us with an agreeable spot for our picnic, where we might rest both limb and spirit. From time to time, the air carried the faint but unmistakable scent of pigs reared in the open, a rustic note that lent authenticity to the countryside experience. Thus concluded our excursion, with countenances bright and cheerful, though bodies not a little fatigued, as we made our several ways homeward in a state of satisfied exhaustion.”

*Words & photo (above): AI ‘in the style of Jane Austen’, commissioned by Sarah Adie*



Photo: Steve Yates

## Association AGM 2026: a weekend in Harwich

Over 80 members gathered in Harwich 30 January – 1 February, 2026 for the AGM weekend. Feedback has been wholly positive with people noting that although they'd perhaps sailed past Harwich many times, or used the ferry, did not realise how interesting this historic little town is. Members were welcomed on Friday evening at The Alma Inn and Lambard's Salt House for an excellent supper in these two adjacent historic hostelries dating back to the 1850s. Gaffers from Ireland, the Netherlands, Scotland, Wales and English Areas made their introductions or renewed old acquaintances.

Activities on Saturday morning ranged from visiting the RNLI station, touring 'Mi Amigo', the gloriously vivid red restored lightship LV18, moored on Halfpenny Pier and guided walking tours of the town. The RNLI trip included going aboard both lifeboats and on LV18 we heard all about the Pirate Radio stations of the 1960s which were supported by LV18. The tours allowed members to explore those hidden corners inhabited by Samuel Pepys, Daniel Defoe and Christopher Jones (master of the 'Mayflower') amongst others, old and new lighthouses, inns, hotels, the church, the pier and, of course, the historic buildings of Trinity House. Old Harwich now shares the harbour with the 2nd biggest container port in Europe across the water at Felixstowe and a major ferry and freight terminal at Parkeston.

The Association AGM was held in Harwich Town Sailing Club who made us very welcome. After the formal meeting, there was an illuminating talk by the Senior Pilot from Harwich Harbour Authority and summary of the successful St Malo Rally in 2025. The assembled group then took the short walk to the splendid Pier Hotel, built in 1860 at the height of Continental rail/sea travel and now offering fine dining and accommodation overlooking the Harbour. We were served an excellent two course meal using fresh, locally-sourced produce. Evening entertainment was back at the Sailing Club with the room converted for use as a music venue with the Black Deep Shanty Crew and Claudia Myatt to lead the singing.

On Sunday morning Claudia hosted an excellent talk 'Sketchbook Sailor' recounting, through her lively illustrations, passages aboard ships and sailing boats from the Antarctic to the Arctic. This was very well-attended aboard the D-Day Landing Barge Kitchen LBK6, now the home of Harwich and Dovercourt Sailing Club.

Thanks go to the the East Coast AGM26 Sub-Committee who worked tirelessly to ensure the weekend ran smoothly, to Harwich Town and Harwich & Dovercourt Sailing Clubs for accommodating us for the AGM and Sunday talk, The Pier Hotel for Saturday night dinner, Alma Inn and Lambards Salhouse for the Friday reception meals, Walking Tour guides, Harwich Society, Harwich Tourism Group, Black Deep Shanty Crew, Claudia Myatt, Radio 'Mi Amigo' LV18 team, RNLI Visitor Officers, Claire's Coffee Lounge and all the Members who joined in with the weekend activities.



## Association Awards 2025: EC Gaffers

Several East Coast Gaffers were among the recipients and we congratulate them on their achievements.

### **PHOTO COMPETITION CATEGORY: LIFE AT SEA**

Highly Commended: Magic a-round by Rik Janssen

Highly Commended: Champagne sailing by Gerard Brown

Category winner: After-lunch rest by Alasdair Mackenzie (below)

### **PHOTO COMPETITION CATEGORY: THE BOATS**

Third place: Unloading seaweed by Edgar Wagemakers

Second place: Glacier anchorage by Claudia Myatt

Category Winner: Keep the Night by Loic le Marchand (above)

### **ASSOCIATION TROPHIES AND AWARDS**

*The Alan Hidden Trophy is awarded for best outstanding performance for an under 25-year-old*

Awarded to: Amana Wynne-Morgan (NW) & Elliot Phillips (EC)

*ODTAA Cup (One Damn Thing After Another)*

Awarded to: Yvonne Mitchell

*Gaffers Tales Award is presented for the best contribution to the Gaffers Log*

Awarded to: Thomasina Mallett

*Gaffers Globe Award is presented a member for a major voyage relative to their boat and experience*

Awarded to: Steve Yates



*Your Editor received this End of Term School Report from an East Coast Member and would like to share it more widely.*

## END OF TERM REPORT: EAST COAST BUOYS

### Form IIb: Cardinals, Channel markers & Withies

#### The Doctor

Achieves well, across all subjects. Wears glasses & refuses to take off his stethoscope

#### Upper Troublesome

6ft 7" tall, disruptive in most classes but evades detention.

#### Lower Troublesome

Awful. Cheats in the sculling race at sports day, rumoured to use WEST system behind the tool shed.

#### Wadgate Ledge

Captain of the sculling team, over confident & wears a fake Rolex.

#### Platters

A future spiv (or waiter). TBC.

#### Grisle

As described. Doesn't play well with others.

#### Onion

Well built, not suited to PE. Odour noted, linked to weed growth (!)

#### Trimley

Opposite of onion. Wins at the H'Penny Pier sprints each year, and most open regattas.

#### Stanford

Decent sort, will make an excellent middle manager for future employers.

#### Walker

He never meant to go to sea . . .

#### Dene

Aspiring ne'er do well, wants to join the handicapping committee.

#### Leigh

Works in partnership with Dene. Can get you a handicap adjustment for five bob & a can of No. 7 thinners.

#### No 9.

He's more than just a number, he's a MAN!

#### Shotley

Has been removed from the school.

**N.B Under NO CIRCUMSTANCES is Medusa to be invited to another school disco.**

*Photos: Beverley Yates*





## Walton Boatyard, a new partnership

East Coast Gaffers have secured valuable support on behalf of the OGA from the new management team at Walton Boatyard (formerly Bedwell & Co.) in the Walton Backwaters. Simon Hipkin and James Oxley are pleased to announce their support for the OGA. In particular, this support ensures that the growing Gaffling 4.1 fleet will have a permanent base for the three East Coast boats.

### **Hipkin & Oxley Ltd.**

Walton Boatyard, Mill Lane, Walton-on-the-Naze, CO14 8FP  
[www.hipkinandoxley.co.uk](http://www.hipkinandoxley.co.uk)

## 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](http://www.eastcoastgaffers.org.uk)

The EC Gaffers Facebook page is updated regularly and there are WhatsApp groups for social 'chat' and events. Events information and booking forms are on the main OGA website: [www.oga.org.uk/areas/east\\_coast/east\\_coast\\_events.html](http://www.oga.org.uk/areas/east_coast/east_coast_events.html)

The Association website provides access to 'East Coast Gaffers Online': Facebook, YouTube, WhatsApp and EASTCOASTER. All Newsletters from 1994 may be downloaded to print at home. [www.oga.org.uk/areas/east\\_coast/east\\_coast\\_online.html](http://www.oga.org.uk/areas/east_coast/east_coast_online.html)

Recent issues are also available to view online as 'flipbooks'.  
[www.eastcoastgaffers.org.uk/eastcoaster-flipbooks/](http://www.eastcoastgaffers.org.uk/eastcoaster-flipbooks/)

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. 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](mailto:secretary@oga.org.uk)