



# EASTCOASTER

The Newsletter of the East Coast OGA  
Issue 98  
February 2014

## Forestay

Welcome to the first Eastcoaster of the year. The East Coast Committee decided that it would be a good idea to send a printed copy of the year's first issue out to every member, including a Calender of Events which is as up to date as possible for this time of the year!

This time last year I asked people who wanted to continue to get Eastcoaster by post to let me know, and I am doing the same this year. We are asking for a small charge of £1 per copy for printing and postage, so please include a cheque for £3, made payable to the Old Gaffers Association, when you send back the slip included in this issue. You will get the remaining three issues of the year posted.

There is a link on the East Coast website to subscribe to the bi-monthly email Notices. This will alert you to any late changes in the Programme, and may be used to notify its readers about event cancellations. It's a really good way to know what is going on, but we can't send it to you without your current email address, so PLEASE click on the link on the website and subscribe!

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Please send  
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## **OGA East Coast area AGM 2013**

The East Coast AGM held at the West Mersea Yacht Club was well attended, with the upstairs room at capacity. The full minutes are available on the website, but an abbreviated version follows.

### **President's report by Pete Thomas**

A warm welcome, ladies and gentlemen, to our 50<sup>th</sup> East Coast Area AGM, especially to those of you who have come by boat. This is our second visit to West Mersea Yacht Club this year, many of us will have visited the club as part of our Jubilee Cruise in July when we arrived in large numbers to the surprise of the club. Undaunted by this invasion we were made very welcome. I would like to thank Persephone and David Lewin for the open invitation for mulled wine and canapés, at their house earlier this evening, and of course thanks to Julie Osborn for organising the meal here again this year.

Celebrating 50 years of the OGA has had quite an impact on the planning of events this year. The start of the sailing season was interesting to say the least. The weather was poor and it looked as if we would not be having a summer at all. If it wasn't wet it was too windy, as we found out at the RHS rally on the Stour. We had our usual visit to the school but while we were there the weather deteriorated significantly. In fact we were very grateful of the support given by the Felixstowe Volunteer lifeboat helping reunite members with their boats in conditions which were appalling. All of the boats that had moved over to Harkstead Bay found that they were beginning to drag their anchors in those conditions. There was no race but we did manage the customary BBQ on the beach.

The Jubilee Celebration planning started a couple of years ago at national level and we knew early on that the Round Britain boats would be passing through our area in late July. We decided to move the August Cruise forward a couple of weeks and link it with the main East Coast Race. This simplified the logistics of having to run another extra event in an already busy season.

We had 75 boats registered for the Jubilee Cruise. This is really quite special and I think that we are unique in organising such an event that has so many boats moving from place to place. I think its fair to say we were glad when it was over, it was a logistic nightmare but it all came together thanks to the extra help we had throughout the event.

Fortunately there was a short break before the main National Cowes Celebrations. Many of our members made their way south and along to Cowes stopping over in the Swale and then Ramsgate. Thanks to Robert Holden who virtually singlehandedly organised the Ramsgate bit. The numbers were growing daily and it was impossible to go to a river or harbour along the south coast where there were no other gaffers on their way to Cowes.

The Jubilee event would not have been possible without the fantastic support and help of the main and sub committees and other 'volunteers'.

What was a bit special was the number of Dutch boats on the Jubilee Cruise. We do have a special relationship with the Dutch OGA which was noted by other OGA areas. The Solent area does have links with the French OGA but they do not seem to be as strong as ours with the Netherlands. Next year the Dutch are celebrating their 10<sup>th</sup> Anniversary and are planning a special event to which we are all invited. The organisers would like to have some indication as to



Highly Commended: 2013 competition  
'Trailer sailing, Dutch style' by Sarah Adie

numbers of likely participants. You don't have to take your boat over there but the plan is to use a couple of barges. Details are on our East Coast Classics website.

Our winter shore-based programme of events was well supported and we have more lined up for this winter. The Nottage and Pin Mill Sailing Club events are on the new list.

Our Programme for 2014 is nearly finalised. A new event planned this year is to have a Rally in Chatham, with a visit to the Dockyard. We did have a rally there way back in the late 1990's which was well supported. If interested, please let Yvonne Mitchell know to assist with the planning.

This year we have had a new website which is a great improvement on the old one which was well past its sell-by date. The boat register we set up several years ago has been developed for use across the Association and should be launched in March 2014.

Communications both ways with our local area members and nationally are very important, The website, Eastcoaster, Gaffers Log, Facebook and email mean that there is no reason why we should not know what is going around the Association.

We have quite a large Committee, but every one of them contributes to the smooth running of the area. Your Committee has put in a huge amount of work to make this year and the events successful. I would like to thank them all. There are going to be a few changes in the Committee next year. It is important to have changes so that new ideas can be implemented ensuring what we do doesn't become too staid. This year Bernard Patrick who retired as Eastcoaster editor last year and Mike McCarthy who has encouraged more Bermudans to come and play are both standing down from the Committee. Also Pete Elliston (PTK) is standing down as Secretary and I am standing down as President, having held this office for five years.

This year is also special for one of our Committee members. Trevor Rawlinson has been on the East Coast Committee for over 25 years, a real record, and to recognise this it has been decided to award Trevor the Bateman Trophy for unstinting service to the Area.

## Secretary's Report by Pete 'the Knife' Elliston

Pete in his address did not mention the Cowes Celebrations, as it was only a part of the RBC that not everyone was able to take part in, but from an East Coast Area member's perspective there are some very interesting points worth detailing, so please bear with me for a bit.

Fairly early on in the planning stage, the Solent Area being the main organisers of the event asked us if we could put on a day's event in the spirit of what they had heard we do on the East Coast. So naturally, challenged, we thought that a day of watersports and fun to the pattern of our August Cruise Ipswich Regatta Day would fit the bill.

In the middle of February a carload of your committee went down to Cowes to view the scene and the prospective venue. We left at 0600 and returned later that evening. By then we had sussed out the Haven, checked the tide flow and spoken at some length to the Haven Marina Master about the details and the lack of rules (and lifejackets etc) for the competitors of flubber football. He was not 'fazed', which was a good sign, and an even better one; he said he was looking forward to it all! Incidentally, no expenses applied for.

In order to get as many smackboats down there a bit of scheming had to be done. Pete and Clare towed *Happy Days* behind *Transcur*, Paul Masters towed *Ripple* with the family, behind the trooper (the dinghy behind the truck NOT the family)!! Mike and Sue Feather towed *Knot* (ex *Lettuce*) behind the car and that left me to tow *Rely's* new smackboat (Melvin Fox's *Whoppee*) and our *Papa Stour*. But first, I had to build a double stacking smackboat trailer in double quick time.

As it happened, less than 12 hours before leaving for Cowes, I was fitting new bearings (the old ones failed a five-mile loaded roadtest) on all four wheels on a two-ton double 'Smakker Trailer', pictured here.



That made a count of five smackboats on tour, so the rowing and sculling races were on! The East Coast day took the form of our tried and tested Ipswich Regatta with some changes and a music night featuring 'The Hot Rats' and some 'Strange Old Duffers Disco' later on.

The venue could not host the smackboat sailing or the rowing so it was decided to do that over the other side of the Medina, in the rain but out of the way of the jetfoil and ferries! We had RIBs run by the UKSA youth to supply us with competitors and to remove them from the 'operation platform' smack *Transcur* so she did not have too much deck cargo, for she was used as the base. Brian, of course, was vocalising on the harbour wall and indeed he kept it up all day and all night as he was running the disco later. A wonderful thing that new pacemaker, Brian!

There was so much interest in the events that we had to run heats to finally drill down to the winners. East Coast Youth in the sailing and I can't remember who won the rowing. Someone from the Solent came out to us saying, 'I've come to show you lot from the East Coast how to sail'. I reminded him of the comment later over a beer! He made some written comments a week later. In typical fashion we ran late and then had to strip the boats for the sculling which as normal was hyped up for the men's with loads of noise

but the ladies (Classic Boat captioned their photo 'the Girls') had the looks.



The Dutch competed furiously and broke two of our East Coast sweeps (one of which was Paul's 26-mile sculling one). But, hey, never mind, Paul won overall, as in Ipswich. Clare of course won the ladies, again, as in Ipswich. The Dutch re-composed (I said re-composed), and conducted the first International Sailing Clog Race and if someone has 'YouTubed' Rik Janssen's speech at the dinner, please have a listen, it is poetry!

We then went into the total uncontrolled mayhem of the Flubber football. To put the local (anyone other than us) knowledge into context: as I was setting up the course, a couple of very good looking neatly dressed ladies rowed their way along the course and passed me in their flubber, I suggested that they had not heard about the game before and they might like to wear less, well how else do you put it and they might like to borrow a bucket.

After some more competitors showed up they came back and took my bucket and got rid of some of their gear. After the event they came and soaked me but said how much they loved it. They also wrote later as well. Needless to say the flubber football was an education for all those who had not the faintest idea of what it was and it was enjoyed by all who saw it and took part in it.

Later, after the event, we were notified of a £300 donation that had been given to our Area by someone who Sue Lewis met during the RBC who had so much fun and merriment on the East Coast, that they wanted to give us some funds to spend on 'jollity' so we are intending to spend it at Ipswich as part of the Pontoon party as this event is the most likely to attract the greater number of people. Our thanks go to that person, whoever you are.

And so to the Youth of the area. Earlier this year at the Secretaries meeting in London after much debate and guiding the right people to say the right things, we managed to establish that the OGA was going to set up a fund for the Youth which would facilitate youth activities as a legacy from our 50<sup>th</sup> year. This has steadily built up and now we are at the point where we will need to set up a small working group to decide how the money is to be spent. This will be dealt with this year again at the Association Committee Meeting prior to the national AGM. This is the youth fund which you will hear spoken of, and no doubt read about.

This has, as is recognised at central level, largely come about from our area's efforts over the past years which mean your/our combined efforts. We have all seen our 'kids' as they have been called doing everything for many years and now, as the likes of Josie, Will, Anna and Josh get older we have Maddy, Ruby and Eden setting their sails with others to follow. Josie and Will have now done two seasons with *Inanda*, Anna and Maddy are now sailing together in the Firefly (remember the Mackenzie sisters) and Josh is working on doing up a 40 footer to sail off to the Caribbean soon. Ed is racing/delivering large yachts 'well I might as well while I get paid to do so to get the experience and then I'll have a gaffer for real fun'. Incidentally he did the Cowes week before us then came back for our week, took *Italia* on a delivery (yes the Americas cup boat) to Mersea and came back to us to do our day and then back to Mersea to match race against *Crusader* in Mersea week. A new Youth member, George Hutley (BFG) has bought a smackboat type hull which I converted to sail for the Jubilee Cruise which we took to Holland last month. Clive Robertson has also got a smackboat but he is over 25 so is not quite a Youth member but he came to Holland as well. The Blackburns (*Rely*) now have a smackboat and Olivia loves sailing it.

We have, at the suggestion of our youth members, made a place for a Youth member to join us on the area Committee which they need



to fill for each meeting on a rotation basis. And finally on the Youth front, one of them suggested we hold a point series for smackboats during the season so we are looking at that as well.

We are planning to drop the Holbrook RHS rally and rekindle the old Mistley Rally which since the fence battle appears to have been largely won should see the removal of the fence so we will not have the 'blues and twos' in attendance again.

A 14<sup>th</sup> Swallows and Amazons saw nine small boats based at a very different clubhouse, as most of it had gone away in a skip by EWD! The club was going through a huge refit and rebuild which is nearly complete now and will be resplendent for next year's Swallows event. Those nine boat crews enjoyed a very different event with a real snug of a bar as the shed had been filled with sofas. We still camped and sailed around Honeypot Island on a shortened course. This year I am hoping to have an interesting different Sunday event.

## **Boat Days**

Last year I used the 'Boat days' simile to set out the amount of events organised. It actually seems to be a useful way of accounting for our activities so forgive me and indulge me. 2012 saw 649 boat days, with 550 being August cruise. 2013 saw 892, of which 750 were Jubilee cruise.

## **Dutch liaisons**

After a great summer seeing so many of our Dutch friends, we once again had an invitation to attend Rik Homan's small boat event. This time, as we now had a Smakker Stakker trailer, we took four smackboats and a Firefly: two on mine, one on its own and the remaining smackboat and Firefly on another flatbed. I had to scheme to build a frame to fit over the smackboat to take the Firefly. I schemed and Josh welded, having had a crash course in stick welding. We then left for a four-day weekend with cycling, sailing, and being towed as the wind died on the second day, and we spent the day being towed in company about 15 boats to one

motor sailer. It was a great weekend with typical Dutch hospitality. Oh yes the Firefly won the main race so we won't be taking her back again, we'll, er have to take *Dirty Girty* instead. It's a date. Many thanks Rik and Edith.

## Treasurers Report by Clare Thomas

Once again this has been a busy year financially for the East Coast area, but our bank balances remain very healthy.

Income and expenditure were broadly similar to the previous year, with the main exception of the East Coast Race and August Cruise. As we charged a single entry fee for the combined event, I have showed them in the accounts as a single item. This was our biggest event of the year, and we did spend more than usual on bands, buses for crews to Maldon and the East Coast Race souvenir booklet. We received new sponsorship from Adnams, but overall our profit was much lower than previous years, due to not charging the RBC fleet to join the event and to a combined, lower entry fee.

I'd like to thank everyone who included a donation with their entry fee for events during the year as this extra income really makes a difference to the margin on the events.

Income from Central was received this year, in fact we received the membership rebate and newsletter payment for the previous year as well. Gordon Garman has changed the payment scheme, so for this year and future years we will receive £3 per member and no payment for newsletters.

The turnover of merchandise was increased this year, largely because we had OGA50 books and flags to sell for Central. Thank you to those people who donated Reeds numbers deposits, this amounted to £150. Website costs this year included £500 for developing the new website, which should be cheaper going forward, as Committee members can add content themselves.

The cost of producing Eastcoaster has dropped significantly from last year, due to reducing the number of paper copies sent out.

Under 'Donations' we usually raise money for the Nancy Oldfield Trust at the Southwold Rally, but because the event didn't take place this year, we didn't raise anything for them. We had several activities to raise funds for the RNLI and this money was passed to the RNLI via the OGA Virgin Money Giving website.

Both income and expenditure were significantly higher than last year, but we finished the year with a healthy balance. Finally I would like to thank Peter Maynard for once again checking through the accounts in his role as Independent Examiner.

## Other Business

Mike Robertson proposed a vote of thanks to Peter Thomas for his efforts as President over the recent years. The meeting then moved on to the election of the new Officers. Nominations had been received for all vacant positions. Robert Hill was elected unanimously as Area President, with Lorna Hill as Secretary.

Beverley Daley-Yates gave a presentation about changes to the East Coast website and future communications to members. Access to the members' only content via the old ECCmembers login is to be turned off on 30 November 2013 and members must register to obtain their own personal log in. National and local areas are to continue use of Facebook to communicate. The 'Sailing By' website is to be promoted as part of the OGA50 legacy. Everyone is reminded that stories and copy about historic sailing adventures are always welcome.



Annual Awards were presented by the new President, Robert Hill:

Tom Felgate Trophy (Points Series)

1st gaffer: *Moonstone IX* David and Persephone Lewin

2nd gaffer: *Lettie May* Nick Hillman

3rd gaffer: *Step Back in Time* Tony Kiddle

Bermudan: *Dauber*

The Needham Trophy for the Leading Boat over 100 years old went to *Kestrel* James Palmer, while the Francis B Cooke Trophy for the Best Log or Blog went to Sue Lewis for her Round Britain Log which is available to read on Classic Boat's website.

The Batemans Trophy for services to the OGA was awarded to Trevor Rawlinson, who has been on the committee for over 25 years and organised numerous rallies in the Crouch. Humorous presentations were also made to Pete Thomas, Pete TK Elliston and Mike Robertson, who stepped down as Area President, Area Secretary, and Area Vice President respectively, and Bernard Patrick and Mike McCarthy who left the Committee.

Brian Hammett was given a new outfit as thanks for his sterling work on the microphone at Cowes! That concluded the official business, and the food was served.



## Christmas party report

This years Christmas party was hosted by Steve Meakin and Allie Lovesee at Cormorant Sails in Harksted. A barrel of beer kept cool in the conservatory, with other drinks being brought along by the visitors. Guests stayed warm in the rest of the house, eating home made shepherd's pie before tucking into biscuits and cheese.

## Narrow minded

by Bernard Patrick

It's the last day of September 2013, a bit late for cruising and, although it's dry and mild, the forecast is SW'ly F6 and the trees on the shore are bending to the gusts. On board the 36ft *Millstone* however, all is peace and quiet; the coal stove is pumping out heat and on the cabin table, candles make the (charity shop) cut glass and china sparkle. Madeline and I have had a lovely meal, watching a gorgeous sunset through the open companionway and, in spite of the near gale, there's hardly a ripple on the water because this is not Pyfleet Creek or even the Deben, it's the Oxford Union Canal near Daventry and we're on *Millstone* our steel narrowboat.



What a change from *Molly Cobbler*, hot water on tap, a four burner cooker with oven, a full size 'fridge, a choice of two double beds, a separate toilet compartment and best of all, a big four cylinder diesel to move you along.

There are downsides of course; it's a 100-mile trip to get there from Witham, so there's no day sailing and it's best to go for three or four days at a time. But there's no laying up ritual either; just keep on cruising, but remember to plug in the low wattage heater to prevent the water system from freezing while you're away. No anti-fouling either, but a spell in dry dock every few years to clean the hull and apply black tar and renew the anodes.

No tides or adverse winds to worry about either and, as we're on a contour canal, we can go several hours up either the Oxford or Grand Union before we reach any locks, really laid back boating!

But if we feel like a bit of exercise and excitement, just turn right out of the marina and immediately there's a flight of six locks and then a mile and a quarter tunnel. Locks are just a mixture of hard work and waiting, but a long tunnel is something else. This one has an S bend half way, (the Victorian tunnellers started at both ends and failed to meet in the middle) and is unlit. Narrowboats have a single headlight which does little except illuminate the adjacent wall, and the tunnel appears barely wide enough for one boat, never mind two.

According to my son-in-law, a veteran narrowboater, when you meet another boat in a tunnel the trick is to avoid looking at his light and 'try and keep about an inch from the wall'. And if the worst happens, well, as he says 'it's a contact sport'.

Another small issue not faced by *Molly Cobbler* is the question of turning around. Okay, so you've enjoyed a day's relaxing cruise, admired the scenery and wildlife and now it's time to go home. So, where do you turn around? The admirable canal 'pilot books' show where the official 'winding holes' are, but the nearest could be

hours away. By a stroke of good fortune, the boat we chose happened to be quite small as narrowboats go, at only 36 feet and will just turn in the stretches of canal we have cruised in, so far. But one day I'm sure I shall try and turn a 36ft boat in a 35ft canal, oh, the embarrassment!

So narrowboating is pleasant, relaxing, and cheap? Well, affordable.

We have chosen to keep *Millstone* in a marina near the delightful village of Braunston, for which we pay £1800 a year (£160/m) and get all the usual amenities. But on top of that is the Canal and River Trust (previously British Waterways) annual levy of almost £700, which goes towards the maintenance of the canals, locks, bridges and tow paths. It would be a lot more were it not for the hundreds of enthusiastic volunteers who do a lot of the work and it makes you realise how lucky coastal and estuary sailors are in not having to pay for sea defences and coastal paths.

We could have saved money by having a permanent canalside mooring, but they're hard to come by and usually have no water or power, or you can be a real water gypsy and relocate every two



weeks. Yes, it is a popular pastime, with hundreds of boats out, even in the winter, so don't go narrowboating if you're looking for a solitary life. Everyone seems very friendly and helpful, you can always find a secluded bit of canal to moor for lunch, or overnight.

Another big difference, and yet more expense, is the dreaded Boat Safety Scheme, which is a very thorough inspection and must be carried out by a professional surveyor. It covers areas like ventilation, gas, electric and fuel systems but, curiously, is unconcerned with the basic soundness of the hull. Fortunately, it's required only every four years.

So, do we like it? Certainly, and after half a lifetime of salt water sailing, it's a relief not to be governed by weather forecasts and tides but I do miss the excitement of racing and the challenge of trying to sail your boat faster than the next one.

And, by the way, *Millstone* is our narrowboat's real, original name. We just hope it's not an omen.

## The 'Other' AGM

The national OGA AGM was held on Saturday 11 January at the Greenwich Yacht Club. A number of issues were raised, including what to do with the Youth Fund money raised by OGA50.

A small Committee will be formed to decide on the criteria for awarding small grants to people between the ages of 15 and 30 who will apply directly. It has been agreed that the Areas of the OGA should all share ownership of the Youth Initiative and where possible be involved in the process.

An Area 'catalyst' will be nominated to oversee this. Any volunteers to get involved to a greater or lesser degree please contact the Area Secretary, Lorna Hill.



## What's in a name?

Members who visited our website, or signed up to receive the 'OGA notices' by email will be aware of a questionnaire asking (among other things) if the Old Gaffers Association should change its name. The general consensus among the replies from the East Coast was that it should stay, and it turns out that most other Areas largely agreed. However it was agreed that the word 'old' does us no great favours and in an effort to encourage owners of 'new' gaffers to join in, our official branding will concentrate on the initials OGA, and we'll be calling ourselves Gaffers, rather than Old Gaffers.

The wording of our mission statement has been changed slightly. As Gaffers we have always included sprit and lug rig boats, but now they will be explicitly as well as implicitly included since:

*'The Objects of the Association shall be to encourage interest in gaff, lug and spritsail rigs and their development; to encourage seamanship and comradeship; to offer help and advice to members; to organise races and rallies for members.'*

Having a sprit rigged barge on the cover of the 2013 membership list now makes sense!

## Handicapping challenges

Our current handicap system does not take into account the displacement of the boats and it is struggling to cope with the new lightweight gaffers joining the racing fleet.

While we want the new boats to race, it is discouraging for the old heavy boats! In order to find out how we might change our handicaps to reflect modern boats we are going to run a trial this year, using the RYA system in parallel with our own. All races this year will use our current system, but you will be asked for more information on the race entry forms, so please enter as much of this new information as you can. If you have any questions please contact Pete Thomas, who manages the handicaps for us.

Other interesting decisions came out of the AGM too; Mike Shaw stood down as President after serving an extra year beyond his three year term. He was thanked most heartily by all for his sterling work in guiding the OGA through its 50<sup>th</sup> Anniversary year with such success and under budget too! Sean Walsh of the Dublin Bay Gaffers was elected to replace him.

Other news of interest to the East Coast was that Beverley Daley-Yates has been elected Gaffers Log Editor and Webmaster. We hope the new national website will be as interesting and dynamic as 'Sailing By', and the East Coast Classics site she and Steve already manage for us on the East Coast. Look out for details of changes nationally for the web and Log in the March edition of Gaffers Log.

A full report of the AGM including national trophies and the photography competition will be published in the March issue of Gaffers Log. We publish Steve Daley-Yates' winning photograph in the 'Sailing gaffers' category entitled 'Skipper and crew on *Brandaen*', taken in the Jubilee Race at Cowes, August 2013.



## Forthcoming events

As you can see from the Calender included with this issue we have a packed Programme! The Classics Cruise is back in August after its 'holiday' in July last year, but if you want to sail in July then why not help the Dutch OGA celebrate their first ten years on their Cross Country Tour? Pete Thomas would love to hear from you if you are thinking of going. That's for the summer though.

The first event in February is Sue Lewis's talk about going round Britain in *Bonify*. This will be held at the Nottage Institute, Wivenhoe, on the 1 February, with a fish and chip supper to follow. February also sees the return of the Film Night at the Pin Mill Sailing Club. Come along and watch 'Whisky Galore', then have a chat over supper. Have a look at the form, and pick your meal.

Thinking of meals, the East Coast Annual Dinner at the Royal Burnham Yacht Club is our only formal dinner of the year, and always a wonderful occasion. There will be no speaker this year, but there will be the usual raffle in aid of funds, so please bring along an item to add to the pile of prizes on 15 March. The next weekend sees a chance to look round the James Lawrence sail loft, and see how Mark Butler makes and repairs sails. Meet at the sail loft in Brightlingsea at 19:30 on 21 March.

## Easter Rally and Fitting out supper 18 April

The OGA and Kings Head Pub Tollesbury are organising an event in Tollesbury to raise money for the RNLI and to bring the OGA to Tollesbury which has a yachting history second to none here on the East coast. There will be a small boats (smackboats and dinghies) race, with prizes donated by the pub and Cormorant Sails. Larger vessels are welcome and can be accommodated in Tollesbury Marina with all the usual marina facilities available. £5 entry per boat. Small boats will launch from the town hard around 14:00. After racing has finished all racers/visitors will be transported the short hop to the pub for a hog roast, beer, music and prize giving.

It will be possible to camp nearby, but you will need to book early, and Steve Meakin the organiser would like to know numbers as transport from the town hard to the pub after racing will be provided by Tollesbury locals. There are a number of attractions on offer, the Shanty Band 'Silbury Hill' will be there with a support act, and a large RNLI vessel to be in attendance with all real ale pints bought making a donation to RNLI. This is only an outline of the day due to the deadline for Eastcoaster and much more detail will be added to the website.

## **Backstay**

This year will be packed with events both new and old. Hopefully everything will go ahead as planned, but I'm keeping my fingers crossed given the weather we have had so far. Don't forget to check on the website for updates to the events before you set out to join in, and subscribe to the OGA Notices email.

Before I go I must congratulate a couple of East Coast OGA members who were honoured in the New Years Honours List. Richard Woodman was made a Lieutenant of the Royal Victorian Order for services to Trinity House, and Kath Peyton (wife of Mike) got an OBE for services to Children's literature. Her book Pennington's 17th Summer was one of my childhood favourites, and introduced me to a very different world of messing around in boats than Swallows and Amazons!

Speaking of boaty books, Arthur Keble's widow Mary is looking for a buyer for Arthur's books. It is quite a large collection, though some book dealers have cherry-picked from it already. Mary is not interested in selling individual volumes but if you would like to find out more with a view to buying the collection then give Mary a call on 01621 788249 or 07802384725

The next Eastcoaster will be out in May, and photos and articles are always welcome, to reach me by early April.