

OGA
EAST COAST GAFFERS
BERWICK-ON-TWEED TO RAMSGATE

EASTCOASTER

Newsletter of the East Coast OGA



As we finalise the contents of this Newsletter, it's time for the Area AGM on October 31. All the reports and an introduction to the new Committee, following elections at the AGM, will be on the website later this month with a summary in the next 'download for print' version of the Newsletter in the New Year.

This bumper issue of Eastcoaster illustrates our busy Summer season which brought plenty of activity up and down our coast for the wide variety of boats and interests represented on the East Coast membership. Events included a trip with trailers inland to Rutland Water as well as across the North Sea to the Netherlands. Finally, there's Part 1 of a transatlantic report!

We must all extend thanks to the many volunteer Members who work hard 'behind the scenes', to make all this happen for the benefit of us all. Your Editor is also grateful to receive photos and written contributions that make this newsletter and the website a lively source of information.

Due to an apparent reluctance to contribute 'favourite places', the River Waveney will be the last in this series. If anyone has ideas about another 'series' or 'theme', do contact the Editor.

East Coast Trailers on Tour to the Netherlands Photo: Sarah Adie

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Calendar: 2026 - 2027

Your Committee has been busy planning the Winter Events programme as well as the Spring and Summer Sailing season for 2027. Visit the Events page on the website for updated information and bookings: www.oga.org.uk/areas_groups/east_coast/east_coast_events.html

15 November 2026: Walk & Talk on the River Deben

Meet at Hemley, lunch included.

10 January 2027: Cathy Shelbourne Talk, Unitarian Meeting House, Ipswich

Hear about Admiral Lord Nelson's Suffolk connections

7 February 2027: Sunday Lunch, WFYC

Includes a talk by Sharon Lee at Sail for Cancer

March & April plans include another bike ride and 'from seed to sawmill': watch this space!



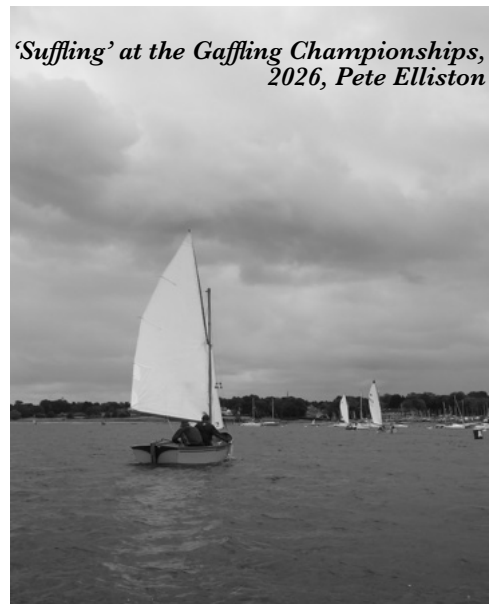
*Ipswich Maritime Trust weekend, 2026
Beverley Yates*

Your new Committee needs you!

At the AGM on 31 October, a new Committee was elected, more news online. Meanwhile, 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 Area. Please contact any member of the Committee with your offers of help - we look forward to hearing from you!

Historic smacks at local events

Liz Reynolds reports that 'Pioneer' joined the 2026 Colne Smack & Sailing Barge match on Saturday 5 September, winning three Trophies. This was a great achievement considering guests were helming, some who had never helmed before. 'Pioneer' joined 'Excelsior' in Ipswich over the weekend 12 - 13 September as part of the Heritage Open Days.



*'Suffling' at the Gaffling Championships,
2026, Pete Elliston*

Return of 'Rely': 26 September 2026

Our final update from Young Gaffers Vicky & Tom aboard 'Rely' after their Round Britain Adventure reads: "Leaving Stonehaven at 2300, 'Rely' headed south for Holy Island (Lindisfarne), anchoring late afternoon. Making steady passage south, they stopped at Tynemouth, Whitby, Filey, crossing the Humber to reach Wells-next-the-Sea (not recommended for a night-time arrival) for a week to relax in Norfolk."

On Thursday 24 September they made the final push home, spending one last night in Lowestoft before reaching home waters . . . 'We were spotted by lots of friends and locals! We've been sent so many pictures by old gaffers and local east coasters saying welcome home - which is just so lovely!'

Look out for the full story in the New Year!



*Untangling the lines on 'Capriccio',
Pin Mill Regatta, 2026, Alex Haig*

Favourite place #3: River Waveney

It's impossible for me to choose one favourite spot, with the wealth of options the East Coast gives us . . . I can't have just ONE favourite but maybe the river Waveney has a special charm. It's not even a new idea. The first Act of Parliament was granted in 1670, empowering local merchants to create locks and canalise the river to Bungay for trade. Although, even that was delayed. Francis Matthew, a 16th century engineer and writer presented his grand plan for the Waveney & Little Ouse to be linked, and made navigable, in 1656. They do rise at separate sides of the same field. Unfortunately, he presented the plan to Oliver Cromwell, who was busy trying to chop the King's head off (as you do)!

I'm writing about the four mile stretch from Geldeston to Bungay – although I've been about as far upstream to source as you can get on the full, 26 mile 'run' that the River Waveney has. Especially as it's reasonable to ask why would you bother to try and sail a bit of river that's been closed since 1934?

What makes this stretch so irresistible, is that it's 'secret'. I think I can confidently say I was the first person in 80 years to sail there. The incongruity of being so firmly in rural farmland . . . yet, in a boat, just gets my vote every time. Until the footbridge at Geldeston was updated, you had to be determined. Really determined. First, you need to moor on the meadow, get a mooring rope and go onto the bridge. Then you'd need to lower both ends down either side of the handrail on the downstream edge. A somewhat precarious manoeuvre follows, where you'd;

- * go up to the two ends of the rope by boat
- * tie one end around the chains hanging from the bridge, blocking navigation (ignore 'LIMIT OF NAVIGATION' sign)
- * pull the other end, raising a stinking, weedy, dripping chain
- * get covered in filth, pushing boat under chain
- * remove rope.

And just like that, you're guaranteed a sail on your own, secret river. For the adventurous, you can do that now without the rope, the chains having been removed.

NB I've managed to get round the 'cut' and into the lock pound at Geldeston and back onto the river. I guarantee I'll be the last boat ever to transit the lock chamber. A sinuous, gin-clear ribbon of water that's yours to explore (Kenneth Grahame eat your heart out). It is a far cry from the day when you'd see two wherries sailing toward each other, being able to pass side by side, and you'll need to avoid the ever persistent natural blocks of fallen trees, reed growth and dereliction.

In a 12ft lugsail dinghy, I've managed to get to Ellingham where the bizarre spectacle of having a boat up there becomes clear. You're amidst arable land, listening to the hum of distant farm machinery. The watermill/millers' houses are now 'des res' territory. Last time I was here, I mudweighted in the millrace looking up at the edifice that is Ellingham Mill. If you really want to explore, a folding dinghy or a canoe is essential. Any mention of 'portage' facilities should be taken as suggestive. Ellingham requires you to hoist your boat about 13ft up a bank, 50ft along the field, over a road (the gate might now be back in place?), a fence and then back into the water (!). Anyway – now it's not a secret, I'll see if I bump into any of you up there.

Words & photos: Joe Farrow



Swallows & Amazons: 25 - 28 June

We bring two reports about cruising on Friday and Sunday at the very successful East Coast Gaffers Swallows & Amazons event, 25 – 28 June, 2026. Thanks go to all the organisers, our hosts at Titchmarsh Marina, Walton & Frinton YC, 'Fenland' camping and Hipkin & Oxley Boatyard.

The forecast for Friday continues to be hot and sunny with strong high pressure giving record temperatures all over Europe. There are only a handful to get afloat this morning since most had arrived on Thursday and we departed at 0900 leaving the latecomers to launch and catch up. The boats berthed at Titchmarsh Marina pontoon met us at the spit Cardinal to complete the fleet to 30 boats. The range of dinghy design was diverse from a 10' Dabchick through an array of clinker sboats up to the late entries of two Windsong boats, fast and furious.

We couldn't have asked for better conditions; a breeze between SE and SW 1-4, sun with 2/8 cloud cover and a fairly smooth river. The sight was wonderful, looking at all the gaff rigged dinghies sailing downstream. The Dutch rules worked well to keep us all together, even if one did stray the other side of the barges. They were lucky not to have their hull shaved. A couple of dinghies made shore stops intentionally or not but we all felt well supported by William in his yellow RIB. Pete and Sarah in their Drascombe were easily identified not only by the white topsail but the cluster of dinghies sailing around them.

The sail up Hamford Water was delightful but progress was slow due to the fleet staying together. At 1130 the order was given to turn and head for Stone Point. The breeze disguised the power of the sun but the heat was becoming intense. This was a welcome break as we refuelled, swam and cooled down. The dogs must have been relieved!

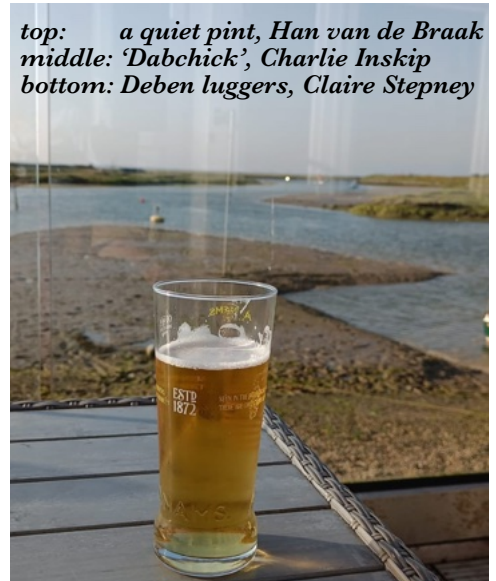
At 1430 most boats left to sail towards Harwich Harbour, reaching the breakwater and turning around at 1600, low water, to head back up the Walton Channel with the support boats. The wind had freshened to a south-west 3 to 4 but the water remained fairly smooth. The remaining boats enjoyed watching the others sailing with some taking a walk out onto the sands or a gentle sail in the Twizzle. The fleet finally reunited at Stone Point to head up to our berths for the night at Titchmarsh Marina. With the well organised collection of boat and car ferries we returned to Walton & Frinton Yacht Club tired, a little sunburnt but happy. We'd been out for about nine hours, the tides being early and late dictated our rather long day. The sun was fierce, but we were well briefed on sunstroke; everyone had enough water and food to survive temperatures reaching 37°C!

For evening meals the crowd dispersed to eat where they wanted, listening in at 2100 hours for Saturday's briefings for courses and starting signals. Everyone was tired and slept well.

Words: Jo Masters

Sunday dawned early and was forecast to be a scorcher again with not very much wind to start! Briefing was at 0830 with a slightly hoarse Pete the Knife and a very organised and well prepared Sarah feeding him the right lines! The plan was to set off at 1000 and round Horsey Island, anticlockwise of course, then return to the Club using all three slips to recover the boats to load back onto trailers.

*top: a quiet pint, Han van de Braak
middle: 'Dabchick', Charlie Inskip
bottom: Deben luggers, Claire Stepney*



As the wind was now forecast to be gusting 20 knots, there was much talk of reefing while on pontoons so as to be prepared. Two boats retired whilst on the pontoon! Three brave Gafflings then reefed (thanks Pete Thomas!) and decided on a fun filled twizzle up the Twizzle instead of the full course. As the boats approached Stone Point, 'Yellow Peril' the safety boat (Thanks Will!) was sent ahead to look at the conditions in Hamford Water. He reported back gusting 20 knots and white horses. After some conferring the course was shortened to reach up and down towards Stone Point. People could have fun and come home happy rather than be exhausted and put off sailing again!!

The brave Gafflings stuck together and had a fabulous time in the Twizzle, sharing excitement and staying together meant a good time was had by all. It was a joy to see so many gaffers tacking back to the Club in what must have been record time. The Windsong boats were almost flying and an impressive sight to behold. Thanks for coming and joining us Josh, Charley and Fenn! The Gig with the Rig ('Defiance' by name and by spirit) had a great time putting the rig up to sail out of the Dardenelles. But the last laugh was had at 'Morag' the Drascombe; PTK had engine trouble (fuel in the carb I'm told . . . and ploughing nose down with the kedge out). He had to be towed back to base camp.

Words: Clare Roberts



top: Windsong, Steve Mitchell
middle: 'Dirty Girty', Phil Plumtree
bottom: chasing 'Martha', Tim Brooke



Sailing 'Dirty' with the Old Gaffers: EC Annual Race, 2026

New to sailing a gaffer, Tim Brooke reports on his first outing at the helm of 'Dirty Girty' in the East Coast OGA Annual Race, 18 July 2018. The experience may tempt him to give up his Bermudan ways!!

I was sitting at home one Saturday taking advantage of one of the few weekend days that I wasn't sailing, when I received a Whatsapp from Will Harvey of East Anglian Sea School. The content of the missive was a picture with the message; 'would you like to helm this boat on 18 July?' Now, normally, I am someone who sails plastic boats and therefore not overly familiar with the older generations of craft, but the distinctive silhouette and colour scheme of this one was instantly recognisable. There was only one answer!

18 July 2026, Saturday morning, I drove to Mersea via Colchester station to collect the third member of the crew, arriving there to an overcast sky and a brisk breeze. Will Roberts collected Oscar and me from the pontoon outside West Mersea Yacht Club to take us out to the boat. We picked up an unrigged 'Girty' on the way; she had been launched the evening before. I hopped on board to steer her while under tow and was pleasantly surprised by her stability, despite her looks!

A little bit of background on 'Dirty Girty': she is a unique boat designed and built by the late Bob Berk who wanted a small, light cruiser-racer. She has a bottom print of 24' by 4' (3 sheets of ply!) with a vertical bow and vertical canoe stern, twin centerboards which are swapped every tack. She has her beam increase to 6' above the waterline to give the crew somewhere to sit and somewhere to put the cleats!



'Dirty Girty' and 'Martha', East Coast Race 2026
 Photo: Will Roberts

Will took us alongside Ed & Evie's smack to get her rigged and ready, with plenty of discussion about which rope went where on this uniquely rigged boat. And what an interesting and educational experience that was! Sleeved sails (like a Topper or Laser) over unstayed wooden masts, with sprits (like an optimist), the main (rearmost sail) has a boom with the whole mast rotating, whereas what Ed and Will have termed the zero (middle sail) is loose footed and sheeted back either side of the main mast to the aft quarters. Moving forwards the jib is fairly standard on a roller furler off the foremast which has running stays to help keep some tension in the jib luff. To front(?) this all off she has an 'aftermarket' addition of an asymmetric spinnaker, off a Topper Topaz, flown from the foremast and a fairly wicked looking stainless steel bowsprit. With the rat's nest of ropes sorted aided by Will's brother Ed, Ed's wife Evie and coffee we were finally ready to head out to the start line.

We cast off and enjoyed a gentle run down the river under the jib, putting the rest of the sails up as we went down. Once free of the river's confines and having identified the committee boat and made ourselves known, we tried a few tacks and gybe to get the feel of her. For a 24 foot long boat with a narrow beam she was surprisingly responsive, nicely balanced on the tiller though not very directionally stable if you let go of it! We tried some practice runs to the line to get an idea of her pace and I attempted to discuss our starting tactics but was cut short by Will, telling me not to worry as 'none of them will be anywhere near the line...' The starting gun went and we were nicely positioned on the committee boat end with speed ... and an empty line, Will's prediction was correct ... I was a little concerned that I had got the timing wrong but my crew reassured me that it was correct!

A reaching leg to start with, where 'Girty' really excels, so we 'popped' the asymmetric and she really stretched her legs (though with it up she gained a noticeable amount of lee helm – quite understandable as it is a Roberts aftermarket special). Happily at the front of the fleet in what, according to the handicap, is scratch boat we were enjoying doing a steady 8-10kts until from below a dark shape was spotted, rapidly rising and gaining on us.

This was to form into 'Crow', another Bob Berk special, recently purchased and helmed by Will Harvey himself!

They caught us up and after bit of to and fro managed to pip them around the leeward mark, helped in no small way by 'Crow' being unable to hold her asymmetric for the latter part of the leg, even more so after Will's shouted admission he had no idea where he was going! After the leeward mark was a beat and 'Girty' again surprised me by actually being able to point reasonably, unfortunately it was nowhere near 'Crow' who was 10-15 degrees higher! By this time the first of the smacks were starting to catch us having started 15 minutes later. The beat was completed in four tacks and not the OGA standard of two, mostly as we were unsure where a sandbank was and decided to err on the side of caution.

We managed to hold the first of the smacks off and rounded the windward mark just behind 'Crow' setting up for a 'white sail' reach to the next. It was on this leg that the first of the smacks caught us up: 'Martha', helmed by Phil Plumtree, came thundering along from behind sporting all of the canvas she could possibly fly, kicking up a huge wake and generally looking fairly apocalyptic from the perspective of a small plywood craft! We held up to windward as there was no way I was going to let her sail over and completely smother us, albeit for a brief moment. Watching her come below us I noticed the aforementioned wake and decided to see if a technique I have used in yachts and dinghies would work with 'Girty'. I was gonna hitch a ride!

With a bit of gentle manoeuvring, hoping they wouldn't bear away, I managed to drop 'Girty' into their wake and picked up a tow on the second wave off 'Martha's starboard quarter all the way to the next mark, thank you 'Martha'! Dropping out of 'Martha's tow as she bore away, we had a very uneventful run down to the next mark, 'Girty' running dead down wind with the zero on the opposite side from the main and jib. Managing to catch up a bit on 'Crow', we rounded the second leeward mark and headed back to the finish close-hauled, putting in a small tack just before the line, to finish third on the water.

We took 'Girty' to the slip to be derigged, and, after a bit of musical driveways, found the correct one for her to be stored for the night and retired to West Mersea Yacht Club for a well deserved beer, prizegiving and BBQ. The OGA were, as always, amazingly welcoming and friendly and do have me seriously considering giving up my plastic and Bermudan ways!

Many thanks to the Roberts family for inviting me along to helm, it was truly an amazing experience and I would happily come again (hint!).

Words: Tim Brooke

Summer Cruise: a view from the road!

I know these articles are all about the sailing, but this is a slightly different view of the well-known and very popular East Coast summer cruise. This year I volunteered myself to be the OGA Summer Cruise Road Crew. I have a campervan with tow bar and soon found I had a spreadsheet of jobs to do around the East Coast rivers.

The cruise week started on 18 July with the East Coast Race. This was the race for which the 'lean, mean racing machine' aka 'Dirty Girty' was designed. First task was to get her to West Mersea, a slightly tense operation as the lighting board fell off a couple of times. However, the boat was successfully delivered and handed over to the launching crew. The Race has a large number of trophies and these were collected on the way for delivery to the prize-giving location.

Post race 'Dirty Girty' was loaded onto her very large trailer which was too big to go in the dinghy or car park. A local Old Gaffer offered her driveway for overnight storage, local enquiries were made as to where she lived and 'Girty' was deposited on the driveway.



top: 'Yet' racing, Mike Beckett
middle: WMYC welcome, Dan Stoker
bottom: delivering 'DG', Clare Roberts

Later, the Yacht Club received an irate phone call from someone who had come home to find access to their house was blocked by a large boat. Apparently the Old Gaffer had recently moved house in the same road. 'Girty' was duly moved to the correct driveway, before being towed back to her home in Manningtree on Sunday morning.

The cruise proper started in Brightlingsea on Sunday 19 July. After returning 'Girty' my task was to source the barrel of Maldon Gold beer and ensure it was safely located on the Heritage Pontoon. The beer formed the focal point of the evening's food; combined starters provided by all the crews prior to the 'Safari Supper' when everyone has their main and desserts on different boats rafted along the pontoon. I spent the night locked in the dinghy park, before moving to Titchmarsh on Monday, via Manningtree to drop off the empty barrel and pick up barbecue racks, fuel and food parcels as requested by a few crews. These were for the beach party with barbecue on Stone Point.

Tuesday's task was to source another barrel of beer for an evening of socialising on the pontoon at Titchmarsh. The next day I headed to Waldringfield, of course via Manningtree, to drop off the empty beer barrel and used barbecue racks. On Thursday the crew of 'Cygnet' and I went into Woodbridge to see the replica of the longship from Sutton Hoo being built. I dropped them back at Waldringfield and collected the crew of 'Sweet Return'. We headed to Felixstowe Ferry Sailing Club to join the Cruise Supper with all the crews who had sailed down from Waldringfield.

On Friday, I then headed back, yes, you have guessed it, to Manningtree to collect the Cruise trophies, to purchase a few bottles of wine for prizes, before heading to Southwold to meet the fleet again. Tonight was the end of week dinner at the Harbour Inn followed by prize giving hosted by Southwold Sailing Club. The Cruise was rounded off on Saturday with a tour of Adnams brewery, there were no offers of transport to and from this by me!!

This year's East Coast Summer Cruise was again a great success, thanks to the hard work put in by the organisers. It does take a lot of effort to make these events work, so please give some thought as to how you could help with the running of an event, even if it is just helping to clear up at the end. I thoroughly enjoyed my week, I have been made very welcome in dinghy parks, sailing clubs and marinas. I have enjoyed seeing the strange looks on people's faces when I tell them what I am doing but also making them realise I helped to facilitate their free beer.

Words: John Roberts, Road Crew 2026

Photos: Clare Roberts





Back where she belongs: 'Crow' joins the Summer Cruise

After five years, 'Crow' made a remarkable return to the East Coast Gaffers fleet this summer when she joined the Annual Cruise with her new owners Will, Ellie and baby Isaac. Will brings the story here.

'Crow' is the brainchild of the late Bob Berk, the designer behind the infamous 'Dirty Girty'. We bought her almost entirely on the strength of her reputation amongst the East Coast Gaffers. Time and again we've been told that Bob was an exceptionally intelligent designer who thought through every detail, and 'Crow' is a perfect example of that. There isn't a hatch, lock, hinge or mechanism on board that doesn't have a purpose. Many of the solutions are wonderfully ingenious – features that most people would never have considered. Discovering these hidden details and understanding why they exist has become a very enjoyable part of getting to know the boat.

There are some boats that are simply built to sail. Others seem destined to become part of family history. This trip was both. After lying largely unused for almost five years, 'Crow' was finally back where she belonged – under sail on the East Coast. What made the voyage even more special was that it wasn't just a recommissioning cruise; it was our very first family boating holiday together.

The trip certainly wasn't without its challenges. We were all learning the quirks of a new boat while also discovering how to cruise and race with a small baby on board. It was a steep learning curve, but one that proved incredibly rewarding. Fortunately, we soon realised that many of the races and longer passages coincided almost perfectly with Isaac's nap times, making life on board far easier than we had imagined.

We've absolutely loved learning how 'Crow' sails. She is beautifully balanced, remarkably quick, and surprisingly easy to handle with the minimum number of Crew (which is one I guess?) – something that has been invaluable as we've started sailing as a family.

We would like to say a huge thank you to everyone who made us feel so welcome as new boat owners. The support, encouragement and kindness shown to us throughout the week – especially towards Isaac – made the experience even more memorable. Whether it was lending a hand after the smacks boat decided to make its own escape (new dinghy spares by the shore team), offering advice when the engine chose the worst possible moment to stop as well as taking Isaac to explore the local area so we could have our dinner. Everyone was there to help with a smile.

Some of the highlights of the week included:

Seeing both of Bob's designs, 'Crow' and 'Dirty Girty' leading the fleet in the East Coast Race – something that hadn't happened for many years.

Ellie somehow producing an incredible risotto for seven people in a galley that had barely been tested. With very few of the kitchen utensils we needed and the gas running out almost as soon as we started cooking, it was nothing short of a miracle!

Transforming Crow's spacious cockpit into Isaac's very own floating playpen, giving him the freedom to enjoy life afloat just as much as we did.

Spending an unforgettable week together as a family, exploring the beautiful rivers and creeks of the East Coast while creating memories that will stay with us for years to come.

Report: Will Harvey

Summer Cruise 2026: West Mersea to Southwold

Compiled from contributions by members of the Cruise fleet.

25 boats with skippers, crew, friends and family joined another excellent Cruise to enjoy a week afloat and ashore. As the Cruise WhatsApp group opened, boats were on passage to West Mersea where the East Coast Annual Race was held on Saturday 18 July.

Not all intended to race and some who raced didn't join the Cruise and then there were those who joined in later as the fleet made their way back to Brightlingsea for the Safari Supper and up the Wallet to Walton Backwaters for a barbecue on Stone Point. This didn't phase the organisers. They had a printed folder of daily details with tickets, charts, a metre of rope for the 'rope challenge' and personalised information for every registered boat, wherever and whenever they joined.

The organisers had responded to feedback from previous years and the 2026 event certainly exceeded expectations (in part, helped by the weather) for the variety of opportunities and choice of venues throughout the week. There was a welcome return of the Safari Supper on the Heritage Pontoon at Brightlingsea after the Two Rivers Race from West Mersea

Shared starters were washed down with a barrel of beer from our sponsors, the Mighty Oak Brewery, followed by dispersal in small groups for mains and desserts on participating boats. Thanks go to organisers Clare and Jodi for shuffling all the offers of food into a list of who eats where and, of course, to all the on-board chefs.

Skipper of 'Lahloo' notes; "Monday saw an early start for most taking the ebb tide up to the Wallet to the Walton Backwaters. 'Lahloo' held back to pick up her crew for the next few days, then off for a rare fab sail past our Essex piers, into Pennyhole Bay before joining the rest of the fleet anchored in Walton Channel."

An idyllic evening was spent on the beach at Stone Point for a barbecue and chance to catch up, welcome some late arrivals, meet new people or find crew for the next race.

Tuesday was the opportunity for Lady Skippers/Helms and Junior Helms to compete for these highly prestigious prizes. The course was in Pennyhole Bay but as this race had already been run in May, the organisers named it the Stone Banks Race.



top: family boat 'Crow', Paul Masters
middle: 'Transcur' Dan Stoker
bottom: 'Catsnip' Colin Stroud



Sadly, due to the tide and winds there were a few who retired after failed attempts to round Stone Banks buoy. However, it's the 'taking part' as much as 'winning' isn't it (?) and a second barrel of beer awaited the returning fleet as they rafted up on the 'island' pontoon for another sociable evening at Titchmarsh Marina.

The Seaways Bells Passage Race took the fleet from the Walton Channel to Woodbridge Haven on Wednesday and into the River Deben to pick up moorings at Waldringfield. The Maybush Inn was a popular destination for most crews to take their evening meal. Thursday was spent enjoying a rest day before sailing down to Felixstowe Ferry for a meal at the Sailing Club. Sadly, Friday was Lorna Hill's funeral in Ipswich. Several Gaffers decided to leave their boats, go to the funeral at Seven Hills and then drive up to Southwold. Ten boats made the early start to get out of the Deben for the passage to Southwold, commemorating the funeral at sea in true maritime style: a tot, engines off, ensigns down and each skipper casting a beautiful blue hydrangea into the sea – Lorna's wind blew fair.

Our final evening meal was at the Harbour Inn with prizegiving hosted by Southwold Sailing Club. On Saturday morning, those who had reached Southwold by boat were visited by the judge for the Concours d'Elegance. He will announce the winners at the Area AGM in October. Several boats decided to leave as the weather was beginning to deteriorate but 19 Gaffers joined the Adnams Tour at 4pm. They enjoyed a guided tour of the brewery with a very generous tasting session as it was the final tour of the day. Those who were leaving on Sunday morning had a very early start. Five boats remained in Southwold, awaiting more favourable weather on Monday.

Thanks for support must go to West Mersea Yacht Club, Brightlingsea Harbour, Titchmarsh Marina, Woodbridge & Waldringfield Boatyards, Felixstowe Ferry Sailing Club, Southwold Sailing Club, Burnt Mill Brewery and The Mighty Oak Brewing Company.

The 'Gaffers Trucks'! Road Crew has been an inspiration, not to be forgotten in our thanks. Not only can beers be sought, spares and prizes too! Definitely a must for future events.

And finally, a few quotes from skippers & crews

'the organising team were fabulous, great programme of sailing and social'

'thankyou for yet another wonderful week of sailing and socialising – massive thankyou to all the organisers & helpers'

'fab week, you're all so kind to me'

'absolutely fantastic organisation'

'grateful to the Gaffers for giving me the confidence & encouragement to go a little further and do a bit more out of my comfort zone'

'it was a great week, added new memories to the great memories I already had'

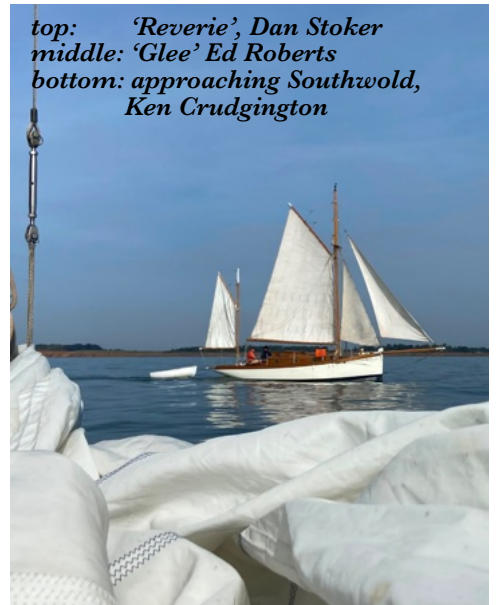
'Ed, Evie, Josie, George & Sarah planned a wonderful week with everything running so smoothly – we will be back next year'

'combination of races, shore gatherings and open days gives a good mix between organised fun and free roaming on the lovely East Coast'

'a fantastic week exploring more of the East Coast in great company – bring on next year!'



*top: 'Reverie', Dan Stoker
middle: 'Glee' Ed Roberts
bottom: approaching Southwold,
Ken Crudgington*



National Small Boat Rally, Rutland Water: 2026

A contingent of East Coast Gaffers trailed their boats to Rutland Water over the Bank Holiday weekend, 29 – 31 August 2026, to take part in the National Small Boat Rally incorporating the 3rd Annual Gaffling Championships. The event attracted OGA Members from around the country with representatives from the North West, North East, Bristol Channel and the South West.

Saturday saw the crews taking part in the Consistency Challenge – the challenge being not so much the ‘rules’, but coping with the atrocious wet weather. We’re not sure, but we believe the Consistency Challenge was a first for the OGA and, judging by its success, it won’t be the last time it takes place. For those who are unsure as to how it works, you’ll have to attend next year’s outing. Suffice to say, it does not rely on handicap and from an argumentative standpoint that can’t be bad!

Eleven boats set out, but only four successfully completed the Challenge. Pete and Clare Thomas came first in their barge boat ‘Seabird’, Daniel and Amy Stoker came second in one of the Gafflings and Peter Taylor came third in his Morbic 12 ‘Aura’.

Monday was breezy. Though only six boats took part, all were reefed down. Three boats retired, but the remaining three – all Gafflings – battled it out over a challenging course. Alasdair Simpson and Jeremy Lambert, representing the North West Area and sailing ‘Jabberwocky’, built by local school students came third, Daniel Stoker and Nick Phillips came second in ‘The Shrimp’ with Pete Elliston and Sarah Adie taking first place with ‘Linling’.

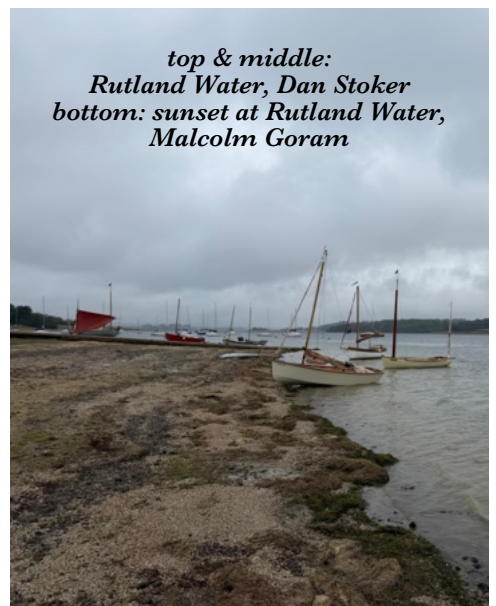
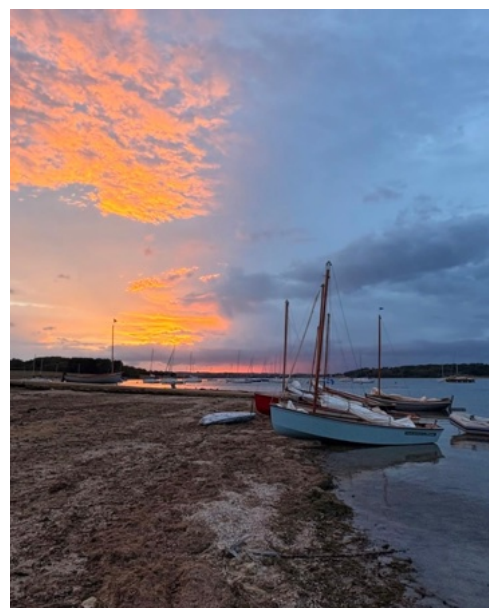
16 boats and 26 people attended the event. Feedback was unanimously positive, which from the organisers’ perspective was a relief! A big ‘thank you’ is in order, not only to those who helped in making the event a success, but also to everyone who came along and took part. Looking ahead and whilst it is still to be confirmed, such was the overall success of the weekend, the next National Rally incorporating the 4th Gaffling Championships will be taking place at Rutland Water over the Bank Holiday weekend 2027. Put the date in your diary to arrive Friday 27 August and leave Tuesday 31 August 2027!

We are already in conversation with Rutland Sailing Club about a possible merger with one of their traditional boat events, which would see a doubling of boat attendance.

Also 2027 is the 30th anniversary of the inaugural OGA Trailer Section/Small Boats Section which took place on Derwentwater in the Lake District in 1997.

We’re looking forward to the 2027 event already and hope to see many members and non-members at Rutland Water.

Report: Mike Dixon, OGA Small Boats Secretary



*top & middle:
Rutland Water, Dan Stoker
bottom: sunset at Rutland Water,
Malcolm Goram*



Photo: Pete Elliston

3rd Gaffling 4.1 National Championships

The National OGA Gaffling Championships took place on Rutland Water reservoir on Sunday 30 August, 2026 as part of the three day OGA National Small Boat rally. All six Gafflings took part in the final with three generations of one family in two of them. Our National President Mike Beckett also took part with his wife D in 'Jabberwocky'. First to finish were Pete and Clare Thomas (proving that Elder Gaffers still have what it takes) in 'Tunstall Tide', built by Martin Haigh and school students in the North East of England; second (only 36 seconds later) were Robert and Elaine Green in 'Suffling', built by the East Coast Gaffers; third were Mike and D Beckett in 'Jabberwocky', built by school students in the North West of England.

Robert and Elaine Green arrived at Rutland Water having trailed their own boat all the way from the Bristol Channel/South West Area of the OGA. They have sent a report about racing in the Gafflings . . .

We've always fancied going to Rutland Water and the five hour trek, trailing our boat 'Skylark' from Somerset was well worth it. The reservoir is a superb area to sail in and the weather was bright and cheery with exciting sailing conditions. On the Sunday we joined in the Gaffling Championships, rather nervously (crew), as we hadn't sailed in a dinghy for ten years! As we really wanted to sail our own boat (as it was the best day) we came to the conclusion that it would be best to be knocked out in the first heat, leaving us to do our own thing for the rest of the day. To help ensure the desired result, we put a reef in (the only Gaffling to do so), but to our great surprise we won the heat! Just goes to show how some boats like to be sailed upright.

Having found ourselves in the final, we realised that we were the only crew representing the SW/BC Areas, so at this stage thought we had better put a bit of effort in. Rob decided to get his crew all limbered up and we set off. It was a downwind start so all of us ended up rounding the first mark in a line six abreast – as soon as somebody crept slightly ahead they lost the wind and drifted back in line!

So, final verdict on the Gaffling? We were glad we were encouraged to sail it in the race, it was great fun and we found it to be very responsive, pointing well into wind but still feeling solid and stable.

Thanks to Mike for organising the weekend, it was a lovely three day break with sunshine, sailing and superb company. We definitely plan to see you all again next year! I mean – how often does one get the chance to compete in a world championship?

Pin Mill Regatta: 5 September 2026

East Coast Gaffers joined with Pin Mill Sailing Club to race for the OGA Presidents Trophy and Pin Mill SC Blagdon Cup (Gaffers Class Race) at the Regatta. This is the first time East Coast Gaffers have taken part since 2019. Thanks go to Paul for his report of the event, joining the fleet with 'Capriccio'.

I had planned to go to Pin Mill on the Friday but the weather was really awful. To avoid a very wet and windy passage we chose to leave my mooring at Ramsholt on the River Deben at 0600, Saturday. We were over the bar at one hour after high water for a lovely sail down to Pin Mill, River Orwell, arriving at 1100. Once we had sailed past 'Transcur' on her home mooring we knew we were at the right place. My first visit to Pin Mill had been achieved

Over the next couple of hours the remaining East Coast Gaffers arrived, busily setting sail ready for the start at 1400. Essex smack 'Transcur', Cornish Crabber 24 'Gilda' and 18' Winklebrig 'Faith' were resplendent with ever increasing coloured canvas being hoisted. Wonderful topsails and high peaked gaffs set us all apart from the other boats in the Regatta. The course chosen on the day by the wonderful Pin Mill Race Committee was confined to a few buoys, nearly all of which were within sight of the Sailing Club. We ended up doing two laps of this course.

For the spectators at Pin Mill it would have been a magnificent sight, illustrated by some excellent drone footage from local photographer Jeff Welch, reproduced with permission www.facebook.com/jeff.welch.1276/.

The racing was a staggered start with ten minute intervals between classes, the gaffer class starting first. Unfortunately on 'Capriccio', even before the race had begun, we ran aground in the soft mud north of the start line, whilst practising a spinnaker hoist. We managed to get free by rolling the boat with all the crew running from port to starboard. This rocking action enabled us to dig a hole big enough to break free of the mud and we eventually crossed the start line about five minutes late. We were soon overhauled by the bigger faster boats from the next start group!

The race progressed with the fabulous 'Crow', recently returned to the East Coast fleet, taking the lead. Skipper Will Harvey, plus baby Isaac strapped to his chest at the helm, looked like he was taking a walk in the park. He was followed by the splendid open boat 'Faith' sailed single handed by Alasdair Mackenzie who was hailed as the best of the rest. The Race was two laps of the course so we got to see all the other boats close up on several occasions with a set up for a few close encounters that were all safely negotiated.

'Transcur' was clearly at home in her home port environment and was skilfully piloted by Pete Thomas and his crew through the densely packed mooring field and sticky shallow patches. With his local knowledge of the back eddies and counter streams he achieved a well deserved 3rd place, with 'Crow' taking the honours and Winklebrig 'Faith' in second place. 'Gilda', helmed by Des Trollip and 'Jezebel' with skipper Shona Fairchild were neck and neck for the the last part of the final lap. 'Gilda' came 4th with a 23 second lead after a 2.5 hour



*top: 'Jezebel'
middle: 'Gilda'
bottom: 'Transcur'
all photographs, Jeff Welch, reproduced
with permission*



race. Despite her poor start 'Capriccio' was at one point in 4th place due the use of her spinnaker, the skilful helming of crewman Alex Haig and trimming by Issac Young, thus creating superior downwind performance. However things went pear shaped later due to the windage of a big bloke on the foredeck trying to sort out the rope tangles . . . so we ended up last!

The day ended with a barbecue and prizegiving at Pin Mill Yacht Club. 'Crow' received both the President's Trophy and Blagdon Cup which has not been awarded since 2019. It was a fab evening and the end of a very long day. Other East Coast Gaffers attending the event but not racing included Cornish Shrimper 19 'Louisa', 'East Breeze' and Oystercatcher 16, 'Lizzie'.

On Sunday I was joined by a boat-less Andrew Tyrtania for the trip back. He joined the OGA to get experience on gaff rigged boats and is available for more crew work (contact him via the Area WhatsApp group). We sailed away from Pin Mill and 32 tacks later we had made it only half way past the container dock, so he had definitely got enough tack practice! We then motored directly into the wind until we could turn left and head under sail for Woodbridge Haven and home.

Thanks very much to the organisers of the event and I hope that it will continue to be on the OGA calendar in the future.

Words: Paul Cook, 'Capriccio'

Photos: top, 'Crow', middle, 'Capriccio', Jeff Welch



EC Gaffers on tour to Friesland & Reeuwijk: September 2026

We bring a report on what may well be a new tradition for the East Coast Gaffers. Late September found a group of East Coast Gaffers, with boats behind their campervans at the Stena Line port in Harwich. They were heading for the Fresian Lakes, a week prior to the annual Reeuwijk Raid. This proved to be an excellent idea – rewarded by glorious weather!

The famous Reeuwijk Raid, running for more than 20 years, is an annual Dutch event for small boats in the 'heart of Holland'. It is organised by Dutch Gaffers Rik Homan and Edith van Dijk. As the event became bigger it's now hosted by the local sailing club at Elfhoeven. Every first weekend in October there's a motley gathering of dinghies, open sailboats or small cabin boats. The concept is as lovely as it is simple: from Friday afternoon boats and crews gather to get the boats afloat and meet up. On Saturday there is a friendly sailing/rowing/sculling race. On Sunday, after a sculling demonstration, lessons and race, there's a sailing tour without any competition. It's a full weekend where sailors either sleep in their boat or campervan and enjoy probably the last sailing event of the season together from both sides of the North Sea in sheltered waters.

Reeuwijkse Plassen is a quiet, very green area with lakes and canals. It was created as a result of historic peat digging. Roads are mainly meant for cyclists, small bridges are hand-operated by the boat crews that want to pass under them.

To go from one lake to another, the boats pass the bridges as a group to avoid too many bridge openings. Therefore (and for the fun of it!) it is good to keep the fleet together, which is not always easy during a race – unless it's part of the racing rules!



So, here are the rules – the boat sailing in front of the fleet can only stay there for one minute and then has to go back to the end of the fleet, round the escort boat and work its way up to the front position again. This way, we all stay together and it is still worthwhile to sail competitively: the boat with the most rounds is the winner!

The Reeuwijk Raid covers a full weekend but it is still quite an effort (and costly!) to come over from the UK to the Netherlands by ferry, with a trailer and campervan for ‘just a weekend’. The weather forecast (and outcome) in 2025 were really bad meaning almost all UK Gaffers had to cancel their trip. What a shame! The best way to improve the chances for better weather is to extend the event and that is exactly what East Coast OGA Secretary Pete suggested for 2026. In 2025, having arrived early for the Raid and missing the terrible storms, Pete and Sarah discovered another great sailing area for small boats: the Frysian Lakes. “What if we all come a week earlier next year, enjoy these lovely waters and make the most of a trip with small boats on trailers, towed by campervans?!” Such a brilliant idea!

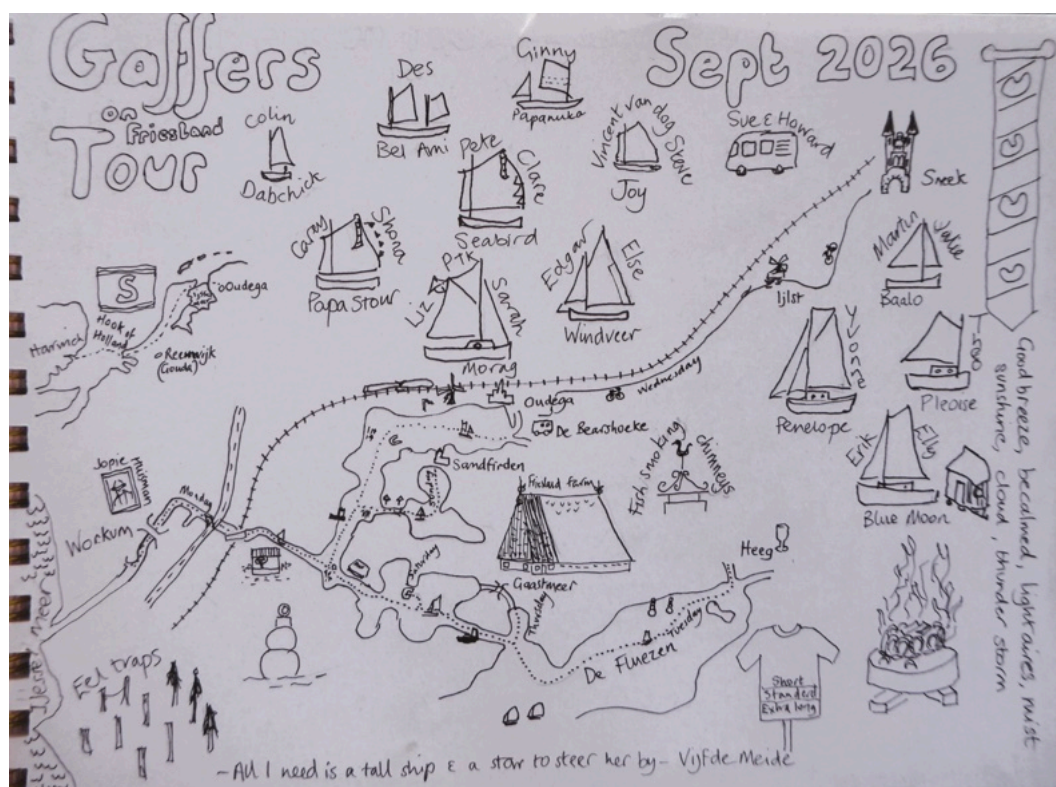
The plan was launched in February 2026, attracting great support from the EC Gaffers. In late September 2026 some Dutch Gaffers gathered in Friesland with our English friends, on a camping ground with plenty of room for small boats, campervans and tents (or rent a ‘permanent’ tent!). We sailed day trips to villages, picnic spots and cities of interest. After a long sail the next day was for the bicycle on a ride to Sneek (no hills in the Netherlands whatsoever!) to stretch our legs. In the evening we enjoyed dinners and talks around the campfire.

All this in autumn, when the mornings are wet without rain but the sun comes out to dry and warm up all our gear. We enjoyed sailing in shorts and t-shirts! Not everybody could join the whole ten days including Reeuwijk, but altogether we counted about 15 or maybe 16 boats. What a fleet!

Besides glorious weather and well equipped campervans and boats, the facilities on the campsite in Oudega (Friesland) and the fabulous hosting by Elfhoeven Sailing Club in Reeuwijk, it was the good spirit and fun by OGA skippers and crews that really made the combined events such a success. Even with the terribly light winds in Reeuwijk we managed to have a good race on Saturday (which involved quite a lot of rowing) and a nice tour on Sunday. After sculling in dew and fog, the afternoon felt like summer!

Report & photos: Else Wagemakers, OGA Nederland





Sketchbook log by Carey Stephenson from the Friesland adventure.

A transatlantic adventure: December 2025

We bring Part 1 of a report from Jo Masters of the transatlantic crossing undertaken by EC OGA President, Paul (Captain) with wife Jo (Author of this report & Crew) and daughter Anna (Crew & experienced transatlantic yachtswoman) Friday 5 – Tuesday 30 December, 2025 in 'Skybird' a Biscay 36.

Find the full report on the Eastcoaster website: www.eastcoastgaffers.org.uk/transatlantic-2025

The next instalment in the February issue of the download to print Newsletter.

Las Palmas to Barbados. It's a 'thing' to realise one of your ambitions: 'Sailing across the Atlantic'. At least it is for some people. Others can't imagine anything worse! As we are in the former category, it's surprising how many of our friends have also achieved this or at least understand the urge to do it and are full of admiration and support – while keeping their feet firmly on land.

The boat we chose is a Biscay 36 named 'Skybird', not the most well-known of vessels but well qualified to look after us, as two competed in, and finished the Golden Globe race in 2023/2024. She is traditional in design so has no double aft cabin or spacious saloon nor ensuite heads, and no guest cabin or a Bimini. However, a long keel and a hydrovane are two of the many ocean-going features she has got. We have sailed as a couple for many years while bringing up our three children, but never more than a two-night passage. So, it was wonderful when our eldest child, Anna, 32, volunteered to help us. Is it cheating that she's a professional first mate on sailing superyachts? I don't think so, but she certainly keeps safety forefront in her mind.

We departed Las Palmas de Grand Canaria following a rigging check by Anna, and a frustrating time stocking up via dinghy and being unable to refill our two 6kg Calor propane bottles. We will be heading towards Barbados with the opportunity to call in to Cape Verdes if needed. There was a recent article in the September 2025 'Flying Fish' about superstitions on a boat. We flout several of those by having females and bananas onboard, cutting hair and nails, and now leaving on a Friday. I didn't care – I just wanted to get going and there was at least one of those I could do nothing about! So, we departed on Friday 5 December, 2025.

The forecast was fair and there was a steady NE air stream. Before making the most of the wind we first we had to motor sail for six hours out of the wind shadow of the islands. We started the watch system straight away – with 3-hour watches during the day, and 2 hour watches at night. Anna had devised it for us, and we had tested it out when the three of us sailed over from Lagos in Portugal to Lanzarote.

We picked the wind up 40 miles later and had a wonderful evening sail with the perfect 12 knot wind speed to settle us gently into this long passage, with the help of our hydrovane. Days 2, 3 and 4 resulted in lighter winds, sloppy seas and slatting sails that shook the whole boat in a seemingly unnatural and non-rhythmic motion. We wanted to conserve fuel, so didn't use the engine. The rolling motion made sleeping difficult along with all those irritating noises that you didn't realise existed. No doubt you'll all be familiar with the rattles, creaks, taps and bumps which lead to the midnight ramblings of detection and prevention. A bonus was the full moon all night.

Our friends had suggested we join the Ocean Cruising Club (OCC) and since flying our (associate) flag, I have sought out other members in ports. Brian Wallace was one such member in Lagos and he was an endless supply of anecdotes and sensible answers to my naïve questions. His lasting advice was 1. Don't buddy sail, sail in company but don't let another boat rely on you or slow your progress, and 2. Don't have deadlines. Whenever we are asked if this is our first long passage, a veil of wistfulness appears in their eyes, and they are envious of our experiences yet to come. So, the initial few days and nights are as comfortable as can be expected, while being a human pinball! We found we had to run the engine for a couple of hours a day to keep up with our electricity consumption and were glad we had a hydrovane and not a power-hungry autohelm! Several days in I managed to catch a fish, much to my surprise. It was a mahi mahi but only small one, and with enough food supplies onboard we decided to let it go. Anna also told us that they mate for life. By day 5 the average wind was 12 knots and our SOG was 4-5kn with 1.5m swell from behind. One might think it sounds quite comfortable, but the boat rolls a lot downwind, so activities of daily living were heavily tested.

The night watches provided time for thinking. As we don't have a sailing Bimini, the view upwards was stars and then later in the night, the moon. I realised my ignorance in recognising the constellations and the associated stories. I do, however, recognise Orion. He appeared on the horizon every evening and gently elevated himself throughout the night, slowly fading on his downward journey with the appearance of the moon. Anna has offered us a masterclass in sextant use (for sun sights), but it will have to be before the end of this year before the tables expire. We found it hard with the big swell and testing living conditions the times we tried out the sextant.

The colour of the water out in the Atlantic, especially in the sun, was beautiful and the glassy steel-blue topped with the snowy white caps of the surf is mesmerising. The bundles of bubbles formed from our wash swirl around below the surface showing how crystal clear the water was. The animals around us were also clearly visible, be they dolphins or fish. It's a thing of wonder to us – this clean, clear water, coming as we do from the muddy waters of East Anglia. Even rounding the corner of Kent heading towards Ramsgate, we noticed a better clarity of water. The rollers and waves of this passage bewitch me, watching how our little boat rises and wobbles over them. I am one of the lucky ones who doesn't suffer with sea sickness.

I was unprepared for how noisy the water and waves are and the hydrovane rudder also babbles away, noisily, making it difficult to hear much from the crew when sat behind the wheel in the lookout position. The constant noise is an aspect of ocean cruising you can't escape from and I found it added to my stress levels after several days.

Apart from being muddy and shallow, the North Sea where we are used to sailing, should not be underestimated. Due to its depth, or lack of it, close waves can be kicked up quickly and we have learned to respect this. It does trim our speed as the waves slow us down whereas the Atlantic waves, on the other hand, allow us to maintain our speed. I found it interesting to watch the surf approach our transom, roaring as it did, and subsiding before it reached us. The occasional wave would approach from the beam, hit us and rise up and flop down on the crew, drenching them, amidst roars of surprise and laughter. Our sail plan for the first few days was main and genoa. One reef over-night, which remained in place during the days as well. However, with the slatting sails juddering the boat, it worried us, so we stowed the main and poled out the jib. We were advised to keep our new genoa for island hopping and day sails on arrival to the Caribbean. Our old sail seemed to be a happy work horse and easy to furl with the pole attached, thanks to Anna's setup advice. Now you might be thinking that we don't know how to manage our sails very well, but the truth is that we are 'gaffers' (gaff rigged-boat sailors) and the drive for these boats comes from the mainsail. So it is with glee that that we find a boat so easily driven with just a headsail.

During our quiet time in the first week, we had to decide if we wanted to run to the Cape Verdes before a week of strong winds or carry on. But the strongest winds would reach us before landfall anyway. Do we approach the CV's in a gale and seek shelter or do we continue westwards and tough it out? After much discussion, we decided to keep going partly because we didn't want to approach land in very strong winds

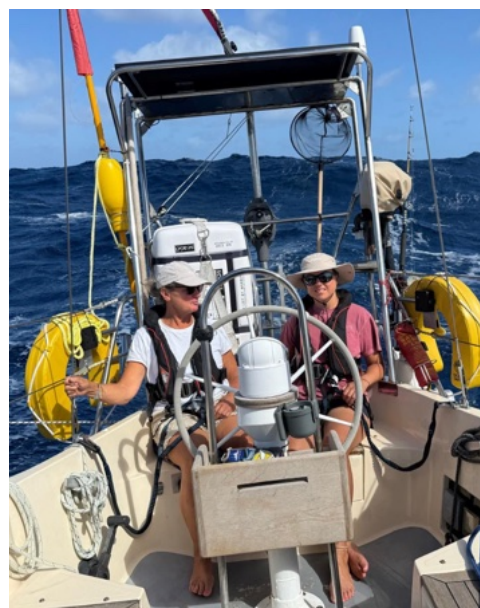
However, the next few days were some never to forget, although we wish we could.

The wind gradually built from a steady 17knots to 25 knots 24 hours later. The first night we reefed the genoa a little more. Then we decided to hand steer in the big waves, but it wasn't easy. There was more West in our heading, and the sea was following us with a cross swell from the NE resulting in a messy motion! We really got thrown around. Speaking to others who have crossed this year, they experienced the same conditions. Our shift pattern changed to accommodate the worsening conditions, hand steering for two hours, standing-by in the cockpit for two hours and sleeping for two hours, over two days. It was gruelling. There were regular gusts of 30kns and numerous rain showers. When the moon rose, the waves were visible but we weren't sure whether this was helpful! We had a few rogue waves dumping water into the cockpit but only enough to put a few centimetres over the cockpit floor. The bioluminescence was beautiful, and the shooting stars were impressive but so was a squall one night. The wind was a steady 28kn which rose sharply to 40kn. It was during this squall when Anna was on the helm, Paul was on standby and I was trying to take my 2-hour sleep down below. I woke up with the roar of the waves and the screaming of the wind in the rigging. I haven't heard that before, but it is the perfect description of that terrifying noise. It took all of Anna's concentration to keep the boat heading down wind and down wave, steering by compass and trying to keep composed with the wave roaring up behind us. I dread to think what would happen if she had wavered in her course to steer. We surfed down a wave at 16 knots and the instruments showed a gust of 52.3 knots. I immediately took over the helm so Paul could snatch some sleep and Anna could allow her body to recover from the adrenaline surging through her body. This was the event that sticks in our minds, for ever. For several days, I had ear worm lyrics from the band The Script, [just] "prayed to a God that I don't believe in".

The following day we re-set Donald (Hydrovane) and he kept a fantastic course. The wind was still in the high 20's and the sea was moderate/rough. It was at this stage that none of us wanted to be here. But surrounded by hundreds of miles of ocean we all knew that it was a one-way ticket. No matter how much you want to be at your destination, it won't happen any more quickly. It comes down to your frame of mind and the team spirit to concentrate on the present for the sailing experience to be successful. During this time, I found I had the opportunity to re-evaluate my principles, personal goals and values. Life takes on a different meaning out there on the waves in a small sailing boat. We all, at times, questioned why we agreed to do it. Even if you are fully onboard (excuse the pun) with the idea of a transatlantic crossing and are confident in your boat and crew, there are moments that make you wish you could turn back time. Crew morale onboard was rock bottom and it was the pep talk from Anna's partner (professional captain) that brought us back up again; treating every day like a day sail helped us to break down the immense journey into smaller more manageable sails (let's be thankful for Starlink giving us internet access and being able to stay in touch with family!!)

Words: Jo Masters

Photos: top, Kate Phillips, middle & bottom, Skybird Collection
Part 2 will be published in February 2027 issue of Eastcoaster





Walton Boatyard, in partnership with East Coast Gaffers

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 East Coast boats.

Hipkin & Oxley Ltd.

Walton Boatyard, Mill Lane, Walton-on-the-Naze, CO14 8FP
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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. Events information and booking forms are on the main OGA website:

www.oga.org.uk/areas_groups/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_groups/east_coast/east_coast_online.html

Recent issues are also available to view online as 'flipbooks'.

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 request for this service by email: eastcoaster@oga.org.uk

If you and/or another family Member would like to receive the monthly mailings by email, or you have changed your email address, please contact:

Colin Stroud, Association Secretary to confirm your details by email: secretary@oga.org.uk