

OGA
EAST COAST GAFFERS
BERWICK-ON-TWEED TO RAMSGATE

EASTCOASTER

Newsletter of the East Coast OGA



This issue is packed with reports from one of our most successful early summer seasons to date! An excellent mix of activities afloat and ashore for the Deben Rally on May Day Bank Holiday, the Stone Bank Rally & Pennyhole Bay Race taking the second May Bank Holiday weekend, Swallows & Amazons reaching capacity at 40 boats in June and 16 Class 5 boats signing up to join the Annual Race, along with a good-sized entry of 'big boats' on 18 July. Then there was the Summer Cruise, reported on in the next issue of Eastcoaster.

Sadly, we bring a tribute to Lorna Hill who passed away in June. Several EC Gaffers attended her funeral in Ipswich while the Cruise fleet hove to on passage from the Deben to Southwold to pay their respects with a floral tribute of blue hydrangeas.

In this issue we bring our last 'featured boat', from the north of the Area, followed by the first two of our 'favourite places'.

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

Cover photo: Record number of boats joining the fleet for Swallows and Amazons, 2026 Photo: Robin Sadler

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Dates for the diary: 2026

Visit the Events page on the website for updated information and bookings: www.oga.org.uk

1 - 2 August: Stour Sailing Club Regatta

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

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

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

5 September: Pin Mill Regatta

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

26 September - 2 October: EC Trailers on Tour

Pete (Area Secretary) and Sarah invite members to join them on a cruise in company to the Netherlands.

31 October: EC Area AGM

Royal Harwich YC



'Seabird' joins the Deben Rally
Photo: Loic le Marchand

Your Committee needs you!

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

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

Finding 'Rely'

East Coast Young Gaffers Vicky and Tom, with puppy Nyx, set out in 'Rely' on 20 May, 2026 to sail Round Britain. By early June they had to take refuge from storms in Dartmouth having also spent time stormbound in Poole and Weymouth . . . once the winds died down, they enjoyed life aboard along the south west coast calling at the Yealm, Fowey, St Mawes, Helford River, Falmouth and Newlyn. On 24 June, after a long but enjoyable passage, 'Rely' arrived at St Mary's, largest of the Scilly Islands.

On 28 June a weather window appeared and with an early start, 'Rely' sailed to Padstow where they spent a week for a few repairs. After a short trip to Lundy Island they headed up the Welsh coast stopping at Milford Haven, Fishguard, Abersoch, Pwelli, Morfa Nefyn and Holyhead. 'Rely' made swift passage from Holyhead for the Isle of Man, crossed the Irish Sea for a fuel stop in Bangor arriving in Troon, Scotland in 40 hours, 177 sea miles! They're now making passage up the west coast of Scotland calling at Arran, Rothesay, Tarbert and Ardrishaig to transit the Crinan Canal.

'Rely' sails past Stone Point, captured by Marion Shirley



Our last 'featured boat': 'Josephine of Hoo'

In May we introduced 'Josephine of Hoo' as our last 'featured boat', a classic Bermudan kept in the north of our extended Area, at the Royal Northumberland Yacht Club, Blyth.

A stunning 32' Stor Tumblaren, 'Josephine' was built in 1960 by Hampers of Fareham to Knud Reimers' 30m² rule design. With Honduras mahogany on Canadian rock elm, sitka spruce mast, jumper stays and running backstays there's nothing decorative, everything is functional. She was built to sail close, sail fast and sail successfully. People say "she sails like a witch"... what they mean is: she performs!

If you're thinking of wooden boat ownership as a lifestyle accessory, she'll correct that quickly. A yacht like this demands planning, maintenance and a skipper like Will Temple, who understands that small jobs become big jobs if ignored. Varnish, paint, fastenings, bilges, rig tension – nothing looks after itself.

Her history is straightforward. The late Bruce Grant brought her north from the Hamble, to Royal Northumberland Yacht Club, in 1980. In 2015 Will Temple became her current owner and continues the 'Josephine' tradition. 'Josephine' is equipped for cruising although really designed for racing, with only rudimentary accommodation. There are two cabin berths with lee cloths (boards), one quarter berth aft and one comfortable pipe cot forward. Despite that, she has been cruised and raced extensively: Norway, the Shetlands, the Faroes and the length of the Northumberland coast. She has a well-travelled easy presence and anyone who knows wooden yachts can read the potential in her lines and equipment.

She responds well to her skipper's practical demand. Will recalls a singlehanded entry into Eyemouth in the dark, tight tidal gates and long passages in mixed weather. She has often delivered the kind of moments that justify her upkeep – seals lifting their heads and singing as she rounds Coquet Island, dolphins carving phosphorescence around her bow in the Channel, seabirds gathering at dawn halfway to Norway while a surfaced submarine sits silently off her beam.

Let's be realistic, this is simply what such a well designed wooden yacht can provide: capability, confidence and the kind of adventure that comes only from managing something that demands respect. 'Josephine' is not a museum piece or a nostalgia project. She's a fast, honest, seaworthy yacht that calls for a skipper who plans ahead and understands the need for timely maintenance. In return, she offers real sailing – clean, responsive and rewarding. This type of craft will always demand an owner who is practical, prepared and realistic about what 'classic' actually means. Someone who wants a boat that gives back exactly what they put in.

Words: Will Temple & Francis Mogg

Photos:

top & centre, courtesy of Royal Northumberland YC archives
right: Will Temple at the helm



Favourite Places #1: Ramsgate

For June 2026, our first 'favourite place' in the new series (replacing 'featured boats') is Ramsgate, being the southernmost port in our Area.

Whilst rarely visited by East Coast Gaffers, looking back there are a few memorable occasions . . .

Ramsgate officially became a Heritage Harbour on Saturday 7 September, 2024, joining 12 other locations across the UK already recognised for their contribution to saving our maritime heritage. The Heritage Harbours project is supported by National Historic Ships UK, Historic England and Maritime Heritage Trust.

In 2023 the OGA60 fleet set out from Ramsgate for their Jubilee Round Britain Cruise. Skippers and crews enjoyed an excellent weekend of socialising and sailing in Ramsgate and Sandwich, organised by OGA stalwarts, Robert and Jan Holden, who keep their beautiful classic gaff yacht 'Emanuel' at Sandwich. As Monday morning dawned, the fleet was gone! Tides determined an early start at 0400, so sadly, there's no photos of the 'grand depart'!

Three East Coast boats in the Round Britain OGA50 Challenge fleet also visited Ramsgate in 2013. On 4, August many of the circumnavigation fleet spent a party weekend there with local East Coast boats joining them on passage to the 'big party' in Cowes.

2025 marked 85 years since Operation Dynamo, when a fleet of 'little ships' evacuated over 300,000 Allied soldiers from the beaches of France. The ADLS (Association of Dunkirk Little Ships), founded in 1965, has run an Anniversary Return to Dunkirk every five years, departing Ramsgate. It took place in 2025 for the first time since 2015. Several East Coast OGA boats joined the 65-strong fleet departing on 21 May, 2025.

Favourite Places #2: River Deben

Our 'favourite place' post for July offered a glimpse of some places along the River Deben. The tidal, navigable section stretches for nine miles from the North Sea entrance as far as the Wilford road bridge at Melton. With no commercial traffic it's a delightful river to explore in a small or reasonably shallow-drafted sailing boat. There are plenty of lovely moorings, anchorages, shoreside pubs or restaurants and places to go for a stroll. The OGA regularly runs events along the river and for several OGA Members the Deben is their 'home port'.

Navigation can be challenging but the entrance and river are well-buoyed. There are some unexpected changes in where the deep channel is, so keep an eye on the chart and depth sounder as it's very shallow in places! The river has a rich seafaring history as well as historic buildings along the banks. The church at Ramsholt is a particularly fine example of an early Saxon round tower and of course there's the royal burial ship at Sutton Hoo near Melton, managed by the National Trust.

Felixstowe Ferry/Bawdsey/Woodbridge Haven

John White, Harbourmaster, operates a ferry and water taxi service between the Ferry and Bawdsey quays. He's also an excellent person to seek advice from if you're new to the River.



*top: 'Bonita' at Ramsgate, 2023, Marion Shirley
above: Sandwich, 2023, Robert Holden
below: 'Cachalot' departs for Dunkirk, 2025, Beverley Yates*





Cachalot' leaving the River Deben at high water: Beverley Yates

The tides flow extremely strongly in the mouth of the river entrance and crossing the sand bar can be daunting amongst all the surf. There is a pub, fish and chip shops etc., at Felixstowe Ferry and an excellent cafe on the Bawdsey shore behind the Sailing Club. Bawdsey Manor, which housed the first fully operational radar station in the world, is in private hands, but it is possible to walk up the beach from Bawdsey Quay to see this impressive building. There is an interesting small museum at Bawdsey, open from April – October, telling the story of radar. One radar mast still remains on the Bawdsey Estate.

Ramsholt, the Rocks and Waldringfield

Opposite the popular pub/restaurant 'The Ramsholt Arms' there are numerous mooring buoys. These are privately owned, but the Harbourmaster, will allocate a vacant one as a visitor mooring, if required. Close to Ramsholt are 'the Rocks', a very popular anchorage, although there aren't any rocks, just a lovely beach ideal for a barbecue! The navigable channel winds on to the delightful village of Waldringfield.

Woodbridge

As the River Deben winds past Waldringfield, the Woodbridge Quayside comes into view with the historic white Tidemill buildings. The town still has a quay, home to many houseboats, as well as the Tidemill Yacht Harbour, the only marina on the River Deben, sited in what was the mill pond of the Woodbridge Tide Mill. Boats may arrive/leave between 1-2 hours before/after high water.

Woodbridge & Waldringfield Boatyards

Approaching Woodbridge, the first boatyard is still known locally as 'Eversons'. Founded in 1889 by local boatbuilder, AA Everson, it has been an active yard ever since. The yard has a keen interest in traditional boats and undertakes maintenance, restoration and repair. The yard is very close to Woodbridge, by river, road or a short walk along the riverside. In 2023 the owner, Eric Reynolds acquired Waldringfield Boatyard, uniting the two yards. Waldringfield Boatyard was founded in 1921 by the Nunn brothers, Harry and Ernie, Ernie having apprenticed at Everson's. In 1921, Alfred Everson rented a piece of land in Waldringfield to the Nunn brothers for them to set up a workshop which has been busy ever since.

Tidemill Yacht Harbour and beyond

Beyond the Tidemill, the channel narrows and the river dries but remains navigable with tidal restrictions. There are limited options for deep water moorings, but exploring the river further in a small dinghy or kayak is an excellent way to drift with the tide and explore the riverbanks. There's Honolulu Beach to take a rest, accessible only from the river and plenty of wildlife if you pass under the bridge at Melton. There are three more historic yards before the bridge; Robertsons, Melton (aka Granary Yacht Harbour) and Deben (formerly Larkmans) Boatyards.

River Deben Rally: 1 - 4 May, 2026

East Coast Gaffers teamed up with the Waldringfield & Woodbridge Boatyards to organise an excellent May Day Bank Holiday weekend event on the River Deben.

On Friday afternoon East Coast Gaffers and members of the Wooden Boatbuilders' Trade Association (WBTA) started to arrive at the Waldringfield Boatyard on the River Deben for the biennial OGA Deben Rally. This year, it incorporated the WBTA 3rd Wooden Boat Gathering. During the weekend there were almost 100 people with over 30 boats in attendance.

Bigger boats arrived by sea, crossing the Deben bar on Friday afternoon or just sailing from their local moorings on the river.

Most of the smaller boats arrived on trailers. The two oldest boats were 'Mist', the Albert Strange yawl built 1907 and 'Capriccio', built 1912 on the Isle of Wight, designed by Morgan Giles. Two Deben Cherubs, built at Eversons (now Woodbridge Boatyard) were on the list 'Jubilee' and 'Lindy Lou'. Newer boats included 'Louisa', a Cornish Crabbers Shrimper 19 from Ipswich, 'East Breeze', a Tamarisk 22 from Walton, 'Penelope' a Winklebrig, 'Jezebel' a Golant Gaffer, two Deben luggers 'Happy Daze' and 'Deben Lugger', three smacks boats 'Switha', 'Seabird' and 'Joy' (trailed here from Salisbury) and many more of varying sizes, rig and hull construction, including a clinker dinghy that was only built last year.

Saturday found this motley collection of beautiful boats catching the tide to sail from Waldringfield to Woodbridge for a day of shore-based activities including three WBG talks at The Longshed, Woodbridge.

Setting the scene was fantastic local farmer and historian Patrick, who shared tales of digging up ancient history of the River Deben, going back long before the Saxons of Sutton Hoo fame. He showed us Neolithic fossils and stone tools, a Roman gold coin and coprolite. The banks of the Deben are renowned for finds of sharks teeth and dinosaur poo!

Our next speaker was Loïc, custodian of another Everson's boat, built 1933 and now kept in France, 'Nyala'.

The final talk was by Belinda from Women In Boat Building about the Wooden Boat Stage, Southampton Boat Show.

Between talks, we were invited to tour the Sutton Hoo Ships Company's exciting project to reconstruct the 7th century Sutton Hoo burial ship using the original archaeological evidence, traditional tools, and authentic materials.

Lunchtime refreshment was a seemingly endless supply of fresh pizza crafted by The Woodyard, in what had been Whisstocks Boatyard.

The weather for Sunday and Monday was not as bad as had been forecast, allowing the assembled gaffers and friends to sail beautiful boats in beautiful conditions up and down our beautiful river. In between sailing there were barbecues at Waldringfield Boatyard, meals at the Maybush Inn and on Sunday a serenade by the Orwellermen shanty group.

*top: 'Deben Lugger' and 'Daisey', Colin Stroud
centre: 'Capriccio' and 'Bel Ami', Colin Stroud
bottom: gathering at the Rocks, Mike Whitby*



Thanks go to all the organisers, speakers and everyone else (including all the participants) who helped make this event run so smoothly. Hosting the event and providing safety boat support and barbecue facilities was the Waldringfield & Woodbridge Boatyards with Waldringfield Sailing Club kindly allowing use of their slip and Mark & Emma Barton offering camping for tents and vans in their boatyard. The Woodbridge Riverside Trust provided excellent conference facilities for Saturday with fascinating tours by members of the Sutton Hoo Ship Company. The Woodyard kept us happy with freshly baked pizzas for lunch on Saturday.



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

I love rivers, was born overlooking the Thames (on the sixth floor of a council block), have lived near the Crane, the Lune, the Thames again (three times, it's a long river) and the Itchen. I have enjoyed sailing to the navigable limits of rivers in the Solent, Poole, the West country, Normandy, Brittany and now Suffolk. The Thames is mighty but the Orwell, visited many times over the years, is becoming my favourite.

With a new to me, small boat I will no longer race the tide against long passages but, now anchored in Ipswich, plan to enjoy my near surroundings. The River Orwell; a two hour odyssey, industrial until under the Bridge and past the sewage works, Freston with poor 'Midnight', probably once loved but now mouldering on her mooring, Woolverstone and Cat House, on to Pin Mill, widening to Levington, round the corner into Harwich Harbour and out to sea. Industrial grit and grime, a folly of churches, colourful fields, vibrant harbours, compost diggings, coasting vessels in the channel, various pleasure craft, barges, sleek yachts, gaffers then ferries and dredgers, light ships and the biggest cargo ships in the world.

When one has finally made good the bend into the docks, negotiated the spit and passed the breakwater, and if one then turns south, a hidden world lies ahead: the Walton Backwaters.

Early on a bright and sunny morning, 'Louisa' shrimper made her way, mostly under sail, out of the river, along the front at Dovercourt, through Pennyhole Bay before carefully negotiating the twisting channel to Stone Point. Essex smack 'Transcur' was ahead and we moored alongside her. The day passed in chat, sailing the little boat, walking on Stone Point to see what had changed, admiring amazing shells, watching sea birds and collecting plastic waste.

We were joined from Walton by 'Penelope' and 'Bel-Ami' when the tide was high and by 'Sine Nomine' once it almost wasn't. All crew shared a meal on 'Transcur', joined by the skipper of 'East Breeze'. Saturday saw some boat fettling, more small boat sailing; in the Dardanelles and/or most of the way to Landguard Point and back, the arrival of 'Sparrow', 'Jezebel', 'William' and 'Capriccio' and an early evening barbecue on Stone Point where one gaffer was marooned in a tent.

top: Arriving at Woodbridge, Loic le Marchand
centre: 'Sine Nomine' arrives at Stone Point, Marion Shirley
bottom: Sunset at Stone Point, Will Thomas





Rafted up at Stone Point, Joe Farrow

I've never been one for racing especially if it involved thrashing around an interminable course in roaring tides and getting very cold and wet only to arrive back where you started from but Pennyhole Bay on Sunday morning was appealing in its calm pleasantness and the availability of willing crew. We were behind from the start, successfully rounded two buoys but gave up as the third retreated further and further away whatever we did. The other boats 'Transcur', 'Capriccio' and 'Jezebel', as different as three boats could be apart from all being gaff rigged, finished within 12 minutes of each other on corrected time. Bermudan 'Sparrow' was the start boat before joyfully sailing the course.

We all sailed up the Twizzle channel, picked up buoys before retiring to civilisation and a delicious meal in the hospitable Walton and Frinton Yacht Club. 'Reverie' arrived in time for her crew to join us. Tides dictated a relaxed departure the next morning. I had a delightful sail, a brief stop in Harwich and a meander back up the tide to Ipswich and Orwell YC.

With thanks to Yvonne Mitchell, Pete & Clare Thomas for organising the weekend.

Report by Marion Shirley

Swallows & Amazons: 25 - 28 June

First and foremost, we must thank our hosts the Walton and Frinton Yacht Club for their generous hospitality, the Wilberforce family for use of their orchard 'Fenland' for camping, and Hipkin and Oxley (H&O, formerly Bedwells) for accommodating trailers, Gafflings and generally being extremely helpful. Thanks also to Titchmarsh Marina for making their island pontoon available to us. Thanks also, of course, for everyone who attended a most successful event!

From Thursday afternoon a motley crew of Gaffers began to gather; parking camper vans, pitching tents and unloading boats from trailers at the start of what promised to be a rather hot weekend along with the typical challenges of tides, mud and wind. This year, the 27th edition of the event, bookings had to close at 40 boats which ensured a great turnout. Three support boats including the rib 'Yellow Peril' were on hand to help pull people off the mud, get them back to base when the wind failed or ferry crews from moorings to the Yacht Club for refreshments and socialising.

Friday was a day for exploring the renowned Backwaters, famed in the Arthur Ransome books. His boat 'Nancy Blackett' was in attendance. Saturday was race day – a bit challenging due to the tides and weather. Sunday was another day out exploring the Backwaters and packing up ready to return home.



Photo: Charlie Inskip

Worth the long drive!

In this report we hear from Tim Fenner who trailed his boat on a 500 miles round trip to join the Gaffers at Walton Backwaters for his third Swallows & Amazons event.

Towing my little 12 foot gaff rigged catboat, 'Inisheen', down from her home in Windermere, Cumbria to Walton and Frinton YC in Essex is like going on holiday to another country. The sun shines and the wind blows steadily. The Club has excellent facilities in a modern building surrounded by small boatyards and a tiny marina. 'Inisheen' was built in 1984 by David Moss Boatbuilders, Skippool Creek to an Andrew Wolstenholme design and she's still going strong.

Often sailing clubs describe themselves as friendly but the W&F YC has proved to be a genuine friend to members of the OGA small boats who have arrived in late June for over 25 years. A neighbouring house has also provided use of their sheltered, private garden for camping and BBQs. The creek to the Club is entirely tidal, but by hiring pontoon space in the Twizzle from Titchmarsh Marina we can sail anytime.

The event this year started with launching on Thursday evening or on Friday morning followed by a sail into Hamford Water against the growing ebb then a picnic at Stone Point. After that the little trail-able gaffers set off in settled conditions towards Harwich down the Pye Channel some reaching the breakwater at Dovercourt. Excellent open water sailing with support boats just in case. Saturday's race started very quietly but filled in nicely on a shortened course, so on Sunday 'Round the Island' was attempted again but in livelier conditions, to be shortened again due to too much wind this time. Instead folk had a bash up and down Walton Channel escorted by the 'Grey Rib' and 'Yellow Peril' support boats.

Socially it is all things to all folks, quiet for some and buzzing for others, as you like it. Prize giving was joyous, starting with the arrival of Ian Young*, disturbing the peace in a most satisfying way in a Morgan three-wheeler before distributing trophies for the wide variety of boats and sailing types. All you need for this event is your little gaffer and few bob to enjoy a real activity holiday of sun, sea and sailing with the like-minded. If you don't have one of your own, there's always the option of crewing with another member or hiring a Gaffling 4.1 for the weekend.

This has been my third time towing about 500 miles and I will do 500 again next year. My enjoyment of the event has infected a fellow boater from the North who has attended the event twice now and has the trophies to prove it. This year I understand applications maxed out. Another small gaffer friend couldn't get a place. Look out for the notifications and book early for 2027!]

** Ian Young has supported the EC and National Gaffling Championships by lending and now donating his Gaffling 'Shrimp' for the greater good of the OGA. EC Area Secretary, Pete Elliston*



Class 5 boats return for the East Coast Race, 18 June

After many years of holding our Annual East Coast Race at Colne Yacht Club and Stone Sailing Club, we returned to the old home of the race for 2026, West Mersea Yacht Club, last held here in 1998.

We are grateful for the support of the Club and Committee for hosting the OGA once again. After several years without an Open Boat race (Class 5), encouraged by the increase in small boat sailors within the East Coast membership and enthusiasm of the MFOB fleet there was a most successful Class 5 Race as well this year.

The OGA was formed way back in 1963 and there is always some debate, friendly of course, as to exactly where but here on the East Coast we have always known that it was founded on the Blackwater in Essex!!

This location was once again, as it has been for many years, the place where we held our Annual East Coast Race. A report for the 'big boats' will be in the next issue of Eastcoaster.

This time we had a large entry of small boats in our Class 5 Race which we have not been able to hold for many many years as there was seldom sufficient interest in this class of small trailerable open boats.

16 boats entered ranging from a 14 foot Heybridge lugger through to the Mersea Bumkin open boat of about 18 foot in length. There was also the Ian Oughtred double ender 'Badger'. A pair of 'Windsong' one design luggers arrived from the Norfolk workshops of John Owles. Two of John's team of Young Gaffers are working the boats around the country and dropped in for our West Mersea event.

Another boat of note in the Race was the International 14 hull converted by Henry Wells to a balanced lug rig which did really well against the Norfolk contingent, just proving that having a gaff rig on a classy hull of known pedigree really works well too.

We have never before to my memory had so many small boats to this event. We look forward to welcoming more Class 5 boats in 2027.

Pete Elliston, East Coast Area Secretary

RIP Lorna Hill: 1955 - 2026

The East Coast Area has lost a well-loved member and stalwart one-time Area Secretary in Lorna Hill, and our condolences go out to Robert and to all her family.

It is not for her service as Secretary of the EC Area that Lorna will be best remembered. Not for the admin., and the minutes and the organisation and the diplomacy, although all those things were happily taken for granted by members for nine years (not to mention her years on the committee prior to that). Nor will it be for her dutiful attendance at national committee meetings where her contributions were well-chosen and always worth hearing.

What we will remember, and should celebrate now, is her kindness, generosity and positive energy. Lorna offered a warm welcome to new members and her extraordinary hospitality was legendary. She and Robert opened up their homes for numerous events. At their beautiful Suffolk Barn home they hosted multiple committee meetings and several memorable Burns Suppers with the full Scottish feast and rigmarole, whilst the spectacular location of their Scottish base near Oban in the west of Scotland wowed all of the participants of the OGA50 Round Britain Cruise in 2013. Now that was truly a party to remember! And we must not forget Lorna's forbearance when visiting gaffers she had put up in her home on that occasion contrived to liberate windows from their frames or bring artwork crashing to the floor (mentioning no names). These would be occasions when Lorna's characteristic "knowing look" with ever so slightly raised eyebrows was brought to bear. Those who were subjected to this look will not have missed its significance and perhaps one of the last recipients would be the well-meaning staff member at the hospice in Ipswich recently, who cheerfully suggested to Lorna, by that time bed bound and capable of very little movement at all, that she might like to take her mind off things with some light watercolour sketching. Lorna's response needed no words.

Wit, imagination and her sense of fun, even mischief – all that, we, like Lorna's family, are going to really miss. There was a time during her term as Secretary when if any EC Area event had an original, or silly, or downright quirky element, you could bet that Lorna was somewhere involved, either in the idea, the planning, the execution or as an enthusiastic participant, latterly with her granddaughter Lilly. Lorna's humour extended to meetings and year-end reports – it is Lorna and Robert we have to thank for the introduction of the famous Horse's Head, first presented to the then Godfather of the Crouch Mafia at a Burnham Dinner.

Robert and Lorna of course sailed their gaff yawl 'Charm' together, taking part in events and cruises, but also fiercely competitive in races, although Lorna did once admit that she hadn't really taken much to sailing until her first gaffers race with 'Charm', when it dawned on her in full the vital importance of not being overtaken.

Pranks that Lorna participated in whilst on an EC Gaffers visit to Enkhuizen in the Netherlands will be well remembered by some, but are perhaps best not repeated here. There will be plenty more memories and anecdotes about Lorna out there to be shared, but one member perhaps summed it up for many of us when he said, on learning the sad fact of Lorna's passing, that it was amazing how many of his memories of the past 20 years Lorna featured in, and that she was truly a one-off.

Witty as ever, Lorna herself may have inadvertently given us the best epitaph in the words she arranged to be printed on 'his and hers' t-shirts for herself and Robert for gaffers' events: Lorna's t-shirt read simply and appropriately "Lady with Charm".

Sue Lewis



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 three East Coast boats.

Hipkin & Oxley Ltd.

Walton Boatyard, Mill Lane, Walton-on-the-Naze, CO14 8FP

www.hipkinandoxley.co.uk

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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 cheque and request for this service to:

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

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

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