

South West Gaffers

Promoting Gaff Rig in Devon and Cornwall

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OGA Web Site: www.oga.org.uk

The Dog Watch

For the Sea Dogs of Devon and Cornwall

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Welcome

Brixham Heritage Regatta has started off the sailing season well and now Falmouth Classics and the Helford Rally have both just finished, basked in glorious sunshine, albeit rather a lot of it. Both were very successful enjoyable events.

June is a busy sailing month as at the end of the month we have the **Start Bay Rally and Race** from Friday 30th until Sunday 2nd July. We had a very low attendance due to weather and other factors last year and are hoping a host of boats will be there this year.

Do remember at the end of July we are hosting the **"South b'Sou'West"** sail in company with boats coming from the East Coast and Solent areas as well as some from the Bristol Channel. We are hoping for a strong presence from our local boats so do check the website and book up with Ben Collins as soon as possible. Boats will meet up en route at Weymouth, Brixham and Plymouth .

At Plymouth the whole fleet will gather at Yacht Haven Marina, Mountbatten for Friday 28th July until the 30th where we have organised a programme of events. The original plan was to join the Plymouth Classic Boat Rally but as you know this has been cancelled so it is now an entirely OGA event with South West Gaffers being hosts. So we really do need you by boat or by land. As hosts we have arranged for partying and music mostly based at the Mountbatten Sailing Centre so please come along.

Also do remember the **River Dart Rally** which is on 4th to 6th August. If you wish to join in this popular event contact Gil Hayward by e-mail on gilbert.hayward@btinternet.com Gil needs to know in good time to make the necessary arrangements.

Dartmouth Regatta is at the end of August and Gaffer Races are 26th and 27th. South West Gaffers will discount the fee of £20 per day for those who book both days.

The Next Event

Start Bay Rally and Race

Friday 30th June to Sunday 2nd July

Recent Events

Fitting Out Lunch 1st April

report by John Gallagher

This was held at the Royal Western YC and after a sociable lunch we settled down to what proved a riveting talk by Mike Garlic on "Crossing the Tasman Sea"

Mike explained that this venture was about helping a former colleague David, who had emigrated to New Zealand, to take his newly purchased boat in Sydney across the Tasman Sea to North Island, New Zealand.

Mike thought his wife Sue might enjoy the trip and persuaded another two experienced sailors, Rob and Kim to take this rather untried boat across one of the world's more unpredictable seas. Several false starts from Sydney revealed a variety of problems with the boat which were put right until finally with moderately fair weather they were able to set sail.

Mike apologised for the boat not being a Gaffer but it was a solid seaworthy boat and looked after them well. The trip proved a real adventure ! During the quieter moments as might be expected Mike captured some magnificent pictures of the wildlife on passage just a few of which from his enjoyable and entertaining talk we can show here on the next page.



Owner David with Kim on the helm.



Mike, Kim and Rob —navigation by committee



Steely Dan at anchor in Sydney



Sue, Mike David and Kim — arrived safely



Wandering Albatross, Tasman Sea

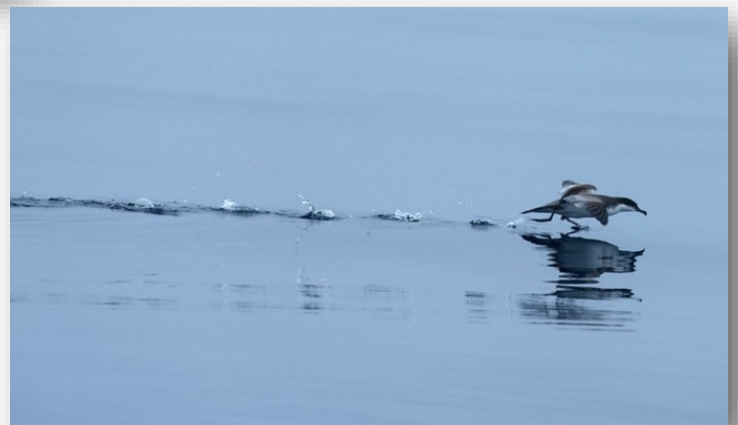


Pod of Dolphins, East Coast , North Island



Cook's Petrel - low flying over a glassy sea

Cook's Petrel East Coast , North Island



Brixham Heritage Regatta 27th/28th May

Penny Jolley

The south west classic sailing season started with Brixham Heritage Regatta which featured as part of the bank holiday Brixfest activities in the town. There were 34 entries of classic and historic sailing vessels of all shapes and sizes, which were berthed free thanks to the Torbay Harbour Authority. Boats and crews started to foregather from Thursday evening in the glorious weekend weather. The Heritage pontoon looked like a snapshot from the past on the Saturday with over two dozen local and visiting boats attracting much interest.

Following registration on board the Brixham trawler *Pilgrim* we all headed to Brixham Yacht Club who kindly hosted the weekend. Sea shanties and seafood pie were followed by an amazing firework display over the harbour, courtesy of Brixfest.

The main sailing event took place on Sunday afternoon with a spectacular parade of sail as 30 boats left Brixham harbour to sail around the Bay. Torbay was filled with the sight of traditional sail shapes and colours including the famous ochre red sails of the trawlers and smaller gaffers and for the first time this year, the red sails of 3 Chinese junk rigged boats. Vessels ranged from the largest 80ft traditional Brixham sailing trawlers, *Vigilance* and *Pilgrim* to the smallest sailing workboats such as the 19ft *Mayblossom* and *Amnesia*. The blue Cornish lugger *Our Daddy* that has recently completed 3 years restoration alongside the Old Fish Market deservedly won the Concours prize but also proved beauty is more than skin deep by winning the best lugger in her class for skill in sailing. The famous Brixham trawler *Ibex*, designed and built by Uphams locally, was so successful in the late 1800's regattas that she was awarded a permanent silver trophy. This has been "lost" for over 60 years, but was recently found and returned to the family and on to the Heritage committee, who were pleased to award it to the yacht *Stardust* visiting from Exmouth for the best sailing performance of the day. The King George V perpetual challenge cup for the winning trawler was awarded to *Vigilance*; the King was a competitive sailor and amongst others, engaged Brixham fishermen as his crews as the best boat handlers in the country.

South West Gaffers were well represented with *Little Tern* taking on the president, Peter Crook, and the treasurer, Elspeth MacFarlane, as crew and going on to win the Alfred Wallace Memorial Trophy; closely followed by *Theta* and *Syrinx* in 2nd and 3rd places respectively. *Timbobb* came 2nd in class, whilst *Minx* won her class as 1st working boat so it's encouraging that all five South West Gaffers boats were placed.

Due to the generous sponsorship of Bloor Homes and Roger Richards Solicitors, all crews were treated to suppers on

both Saturday and Sunday together with the award of commemorative flags, china and glassware. Crews were also able to obtain decorated shirts for the event remembering our late chairman, Peter Blanchard, who did so much to re-invigorate this event in recent years. The prize-giving party was a lively affair finished off with an excellent auction in aid of the RNLI. Generously donated lots included dinner for 2 at the Seahorse restaurant, a weekend for 2 at the RNLI HQ in Poole, artwork by photographer Chris Slack and sketch by Toni Knights. Over £800 was raised for the charity due to the tireless efforts of auctioneer Alistair Moorhouse and the generosity of the bidders.

Now it's onward and upward to even greater success next year. The small organising committee of Chris Coote, Richard Spreckley and Penny Jolley were thrilled with the take up and enthusiasm of all participants and are already planning the late May Bank Holiday in 2018! Meantime we have our end of season Heritage Rally on September 16th, a lower key event but nonetheless a great way for you all to come and swing the lamp, enjoy a Brixham welcome, free mooring and a pint. Have a great summer!

For a complete list of entrants, results and photographs please visit www.brixhamheritagesailing.org.uk



Fly, steel hulled junk, Minx, Morecambe Bay prawnier, I.R.I.S., Cornish lugger



Cornish luggers — Iris being overtaken by Our Daddy.

Money for Old Rope?

David Bewick

Many of us try to pretty much self-sufficient when it comes to looking after our boats and I am no exception to this. As a serial builder of small boats with a decent workshop, I am fairly confident in doing any jobs that involve cutting, shaping and fixing wood. I can also turn my hand to painting and varnishing and to simple electrical jobs when I need to. The thing that I have always felt has let me down, though, has been the rope work. If you were to take a careful look at the rope work on my boats you will find some “temporary” knots that have been there rather too long and a few splices that might be functional but, in all honesty, are far from pretty. I decided it was time to do something about this so I enrolled myself on a two-day rope work course at the Boat Building Academy (BBA) in Lyme Regis (<http://www.boatbuildingacademy.com>).

Our instructor for the course was the sprightly eighty-something year old Roy Gollop who had been brought out of “retirement” just to teach us. Roy is an ex fisherman, boat builder, and BBA instructor so he certainly knows his stuff when it comes to boats and rope work and he has plenty of salty yarns to tell.

Anyway, on day one, the seven students on the course were each given a length of cheap and nasty three-strand polypropylene rope and some garden twine and we were tasked to learn and practice several different whippings. This was soon followed by a soft eye splice and a hard eye splice using several tapering techniques. Apparently, if you can splice with the grotty polypropylene rope we were using, you can do it in anything! As the day progressed we were starting to feel more and more confident with the Swedish fid and were doing the basic splicing right a lot more often than we were doing it wrong. By the end of the day, we had added cut splices, back splices, short splices, long splices and grommets to our repertoires and I felt I had already achieved more than I had expected to. And, still, there was more to come...

On day two, we moved on to modern braided ropes (the real stuff, this time). I had expected these to be fairly easy to splice (it is just about shoving one bit up inside another, isn't it - what can be hard about that?). Well, whilst the hollow braid was indeed fairly straightforward, the braid on braid proved to be quite a challenge requiring some careful measuring, dexterity with a hollow fid and some hard work with the hands to finish.

When we got the hang of it, the results were quite impressive, though. Rather than let us rest on our laurels, Roy then produced a roll of wire and got us all to do a Flemish eye splice in that. I was amazed to discover that it is possible to deconstruct a straight piece of seven strand wire by hand and then to reform it into a perfectly smooth soft eye. I doubt if I will ever do this again, “for real”, but it was certainly an interesting experience. The grand finale of the course was for us to do an eye splice in “Octoplait” rope. To be honest, there is so much going on with this stuff that it is quite hard to tell whether you have got it exactly right or not but I think it is fair to say that our splices certainly looked the part. Oh, and we also found time to fit in a Monkey's fist, somewhere along the line.

One of the bonuses about spending time at a place like the BBA is that it gives you the opportunity to chat to the staff and students about all the different things that are going on there. I was lucky that my visit coincided with the construction of the boats being built by the students on the college's flagship 38-week boatbuilding course. The boats in the workshop included a ply on frame fast motor boat, a sea kayak, a strip-planked US East Coast Lobster boat, a Northeaster Dory, two Gart-side dinghies (one clinker-ply and one cold-moulded) and an XOD that was being restored. I was particularly interested to see the cold-moulded boat as I had never seen one being built by this technique “in the flesh”, before.

All in all, then, I had a great time during my short stay at the BBA and I was amazed by the number of different rope work techniques we were taught in just two days. I might not use them all in the future, but I think I now know more than enough to take the rope work on my boats to the next level. I think my to-do list just got a whole lot longer!

This article was first published in Watercraft magazine.

Just a few odd jobs and a tidy up – I thought!

Mike Forwood

I knew before I laid up *Arriana*, my Tamarisk 29 that she needed a little bit of attention. After all I had parted the forestay on my way to the Scilly Isles and total disaster had been adverted because my trusty Gaffer's headsails were on Wykeham Marten furlers were an effective supplementary forestay. So the first job was a trip to All-spars in Plymouth who furnished me with a new 7mm forestay for the princely sum of £67. My only other job I thought was to fettle my bow roller that had lost a minor battle with another boat's bowsprit. So far so good. My winter work was under control – or so I thought at the time.

I began pottering around waiting for a hip operation in October wondering whether climbing up and down a ladder afterwards was going to be a good thing, if not totally impossible. To my surprise I was no longer struggling to walk to the shops and early in December I ventured down to the yard at Calstock feeling five years nimbler.

Now I had wondered for the last season why the starboard cockpit locker always felt a bit damp and with some trepidation I felt underneath and found to my horror nothing but mushy timber in my hand. My heart sank on the realisation that this was not going to be an easy job and possibly not a cheap one either. I rallied quickly and with call to the Dogwatch editor he soon appeared with a multitool with oscillating cutter and proceeded to carve away like a surgeon paring away a joint. By the end of the morning a mixed pile of hardwood, plywood and general debris littered the boatyard which I quickly loaded it into my car for firewood during the worst of the winter.

It was time for a rethink after this revealed that the samson posts were not connected to the hull ! (a design fault I think) and that some of the aft deck supports had been cut away to allow for a new exhaust system when the engine was replaced in 2000 by the previous owner. Radical thinking was required but I perked up when I realised that with a little thought I could alter the cockpit so that I could fit a mizzen in the future and make *Arriana* a real Falmouth Quay Punt replica. All within my capabilities, I thought, and after all it was only a small job and then a bit of tidying up and my hip was doing well, climbing up and down the ladder like a Cornish miner in an adit.

I put aside all the good hardwood from my cockpit seats for some future use, made out a cutting list of marine ply and went shopping for copious supplies of resin and cloth and accepted free offers of whatever was going. Like most gaffers I am not too proud to accept other gaffer's castoffs. The retired G.P. across the road at the boatyard reckoned I was the best advert for a replacement hip he'd in seen in many a while.

The reader will not be surprised to hear that the rot was not all cut out in one day. I was still finding a bit more into the New Year, but was I disheartened. Not a bit this was fun and the mild winter helped it along. I sharpened my chisels, bought two new saws and pressed on. It was, after all, only a bit of tidying up and as for the cost. Well, I just doubled my intake of baked beans.



The new cockpit, sides, and some coaming replaced and new seats

With the cockpit coming along nicely I turned my attention to other things. Shifting my gallows right aft, fitting a replacement windlass kindly donated by *Maggie B's* owner, climbing the mast and overhauling my wooden blocks that have a habit of shedding the pins for want of the makers fitting a brass retaining plate. There's nothing like the satisfaction of doing a job on one's boat for next to nothing. In this case drilling out 2p pieces as keep plates with the Queens head showing and the right way up. Fired up by an endless lists of little jobs at almost nil cost I then splashed out on bronze domed ventilators replacing my plastic ones on the coach roof. One I was given as a reward for decking a friend's boat in France three years ago and an identical

one I picked up at Marine Bazaar. Well I was well within budget wasn't I even though I didn't have one.

By Easter time I must have clocked up about five hundred hours on *Arriana* and it hadn't broken the bank (by this time I was exchanging beer for tonic water) fortunately so I took a look at my galley. It was 1970's style. Formica stuck on formica and a real eye sore on close examination. It had to go and didn't take long to rip out. Ten minutes I recall. After all if you want quality crew, a modern galley comes pretty close to a proper loo and hot water on tap with a shower attachment. And surely this was possibly the last job of tidying up for the summer. And well within budget I thought. Only a square metre of tiles plus one and doors made out of the old hardwood cockpit seats. Nothing like a bit of recycling. And I have no shame in admitting I copied to some degree the galley of *Maggie B*, a Falmouth working boat replica by Heard's of Mylor.



The modernised tiled galley

So, I was nearly there. It was all going back nicely, but I had noticed last season water was creeping into the bilge on a regular basis and I had withdrawn the shaft for the winter as a precaution and found the Volvo stern gland somewhat mashed up. A yard had fitted it some eight years ago removing the original oil fed Buhk gland which was clearly a mistake. If you are in a drying out berth it needs to be greased every time you go to sea. And on my boat it's really difficult to get to. So what was going to be an easy job replacing the seals in the original stern gland ended up with something more major. Then there was more expense when it was discov-



ered that four new engine mounts were required. Just as well I wasn't planning a launching in May, and after all it was only a small job, wasn't it. Buhk wanted to charge £290 apologising for the seemingly high cost of mounts, but with a little bit of internet searching I got identical ones for £110 so it had to be affordable if not unavoidable, didn't it. And in no time my gaffer friends who know who they are and don't need mentioning, came to my rescue.

So, the work's done, I think. *Arriana* has been anti fouled, painted and varnished and I have convinced myself that what turned out to be a major refit can be broken down into a number of small manageable tidying up jobs. And the budget. Well that another matter. Probably no more than Marina fees at Sutton Harbour for six months or two beers at the pub every night over the winter months. There is another thing. I need to replace the blue farmers rope on my topping lifts I have been told. It's a disgrace to the code and I am about to fix it. How it got there is another story which I would rather forget.

*** Send in your stories whether it be concerning tales of renovation, disaster, exploration or just fine sailing, really anything of interest JG.**

Boats for Sale



Pleione £ 15,000

A sturdy little cutter with bags of original charm



Moored on the Tamar *Pleione* has been an impressive and stylish regular at Plymouth Classics and occasionally at some other OGA events.

Designed by John Leather she was built in West Mersea by William Wyatt in 1960 of mahogany on steamed oak frames. A teak deck was laid and a new cabin and cockpit coaming, all in teak was added in 1992.

She is 26'LOD, 32' LOS, 8.5' Beam and 4' Draft. She weighs c.4.5tons. There is full standing headroom in the main saloon providing for 2 berths. One of the berths has been adapted to provide a permanent chart table. The forecabin provides twin berths and there is a separate head compartment between the saloon and the fore-peak. The cabin is essentially original and retains a warmth and charm, enhanced by traditional equipment – Taylors cooker and cabin heater and paraffin lamps.

Pleione has a full set of sails in good order and new spars were made by Robertsons of Woodbridge in 1998, refurbished in 2005 and coated with Coelan.

She has a Yanmar 2GM 20 hp fitted in 1998 and this and the rest of the boat has been professionally serviced and maintained. However, there is further maintenance needed before launching and she is being sold as seen.

Pleione is on the hard at Weir Quay Boatyard and is being sold through the Yard. Please contact them either by phone 01822 840474 or e-mail; info@weir-quay.com



Lily Lodestone £ 2,500

Lily is a fine strong cutter but needs some TLC hence the low price.

Liley Lodestone was designed by Percy Dalton on the lines of a Falmouth Oyster Dredger and built in ferro cement in 1987. The coach roof, cockpit coaming and rubbing strip are in wood.

Her LOD is 24', LOS 30.5', Beam 9' and Draft 3'.

The cabin has standing headroom and the main saloon provides two berths. A further two berths are in the forepeak. There is no toilet.

Mast and spars are of aluminium and made by Kemp Masts Ltd. Sails are by J R Williams of Hamble and comprise a main, staysail and jib.

She has a Bukh two cylinder 20hp diesel in running order.

Liley has been lying ashore for the last three years and is in need of some attention hence the low asking price of only £2,500. She is at Blackness Marine, East Cornworthy near Dartmouth where she can be viewed.

Please contact the owner, an elder gaffer, John Smith at his home number 01803 832294 for further details

Forthcoming Events

Friday 30th June - Sunday 2nd July	Start Bay Rally and Race	Dartmouth
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Saturday 8th –Friday 14th July	Classic Channel Regatta	Dartmouth
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Friday 28th - Monday 31st July	Sou' by Sou' West Sail in company	Plymouth
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Tuesday 1st - Friday 4th August	Fowey Classics	Fowey
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Friday 4th - Sunday 6th August	River Dart Rally	Dittisham
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Saturday 26th-Sunday 27th August	Dartmouth Royal Regatta	Dartmouth
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Sunday 10th September	Brixham Heritage Rally	Brixham
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Saturday 11th November	Laying Up Lunch	RWYC Plymouth
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For further details of any of the above go to southwest gaffers website and click events