

South West Gaffers

Promoting Gaff Rig Sailing in
Devon and Cornwall

South West Branch of the



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www.oqa.org.uk/south-west

OGA Web Site: www.oqa.org.uk

The Dog Watch

For the Sea Dogs of Devon and Cornwall

Issue 39

March 2020

Welcome

You will see from our calendar of events that we seem to be getting busier with even more sailing events. Last Dogwatch had the draft programme so do check carefully that you have the correct dates now in your calendar.

One notable change is the date for our Plymouth Festival of Sail which has been moved to accommodate those who may wish to go to Douarnenez. The Festival is now from 29th June to 1st July.

Also you will see that the Brixham event which was planned to join the Matthew, acting as the Mayflower, sailing round to Dartmouth will not take place. But a number of boats may wish to go round with her from Dartmouth to Plymouth. So, do check on the website to find out the details.

The Matthew is scheduled to arrive in Sutton Harbour on 10th September and leave on the 16th. It is possible that Sutton will offer free berthing to classic boats, close to her berth, depending on receipt of planning permission to put in further pontoons at the Quay Road end of the harbour. This has been arranged by Plymouth Classics and if it does materialise we will let you know.

On the calendar you will note that the Charlestown Classics is being held again this year after last year's successful start up. They are looking for traditional craft and hope many skippers will open their boats to the public. All boats have to enter on the top tide on the first day to berth inside which can be a challenge. But this event unfortunately clashes with the Brixham Heritage Rally.

So it only remains for me wish you a full and happy sailing season with fine weather and fair winds>

*John G
Editor*

Next Meeting

Fitting Out Lunch and Talk

Duke of Cornwall, Plymouth

18th April

From the Poop Deck

Southwest Gaffers Area Crew Exchange

There may be members in the Area, who might want the opportunity to sail, perhaps on another type of boat to a particular event. Others who have a small boat may wish to go to such an event but only in a larger boat. Maybe some might want to go on a longer passage say to one of the French festivals. Also I am sure there be skippers who might require a crew (or two), perhaps for a specific passage or event.

So we think it could be of help to you if we established some formal arrangement whereby a register of potential crew and needy skippers could contact each other via a third party.

If you are interested, please get in touch with either David Patuck at membership@southwestgaffers.org.uk or Rob Brown at robbrown@southwestgaffers.org.uk

We are trying to see how much interest there is in such a scheme. The OGA are considering setting up a central register so we are piloting a local scheme to determine how much interest there may be amongst South West Gaffers.

Let us know your thoughts. At the forthcoming Fitting Out Lunch we can discuss this further in the hope of getting this started for the sailing season

David Patuck
Membership Secretary

Southwest Gaffers Merchandise

We have a selection of good quality garments available for the new season from Labels & Monograms of Brixham, as listed below.

<i>T shirt-printed logo on front</i>	£7.60
<i>Polo shirt *</i>	£10.86
<i>Sweatshirt *</i>	£13.25
<i>Full zip fleece *</i>	£19.65
<i>Cotton rugby shirt *</i>	£27.95
<i>Crew jacket *</i>	£29.50 (New for 2020 and will be shown at fitting out lunch)

* All except the T shirts are embroidered with South West Gaffers logo and can include your boat name if required.

At present orders can be placed by telephoning 01803 854822. L&M are currently working up a new web site so that in the future we will have a South West Gaffers page on their site with payment by BACS or PayPal. In the meantime we still need to order by telephone, if you have any difficulties please contact me to assist or advise.

The prices include VAT and there is not only in the standard dark blue or red but you can choose whatever colour you wish.

Example of the embroidered logo



Paul Jolley
President

STORM'N' BRISTOL – OGA AGM

2020 January 10th—12th

Paul Jolley, President

Well we did it! Thanks to the efforts of South West Gaffers and our friends in the Bristol Channel we successfully extracted the AGM from the grim depths of East London and had a most enjoyable weekend with the highest ever attendance of nearly 100 members. The brief was to organise the AGM in a place with a significant maritime heritage and having good all-round transport links to make it easy to reach for our members spread all over the British Isles and the Netherlands. Well, the choice seemed to work. Our colleagues from Dublin Bay, Northern Ireland and even two members from the Netherlands remarked on how easy it had been to get there.

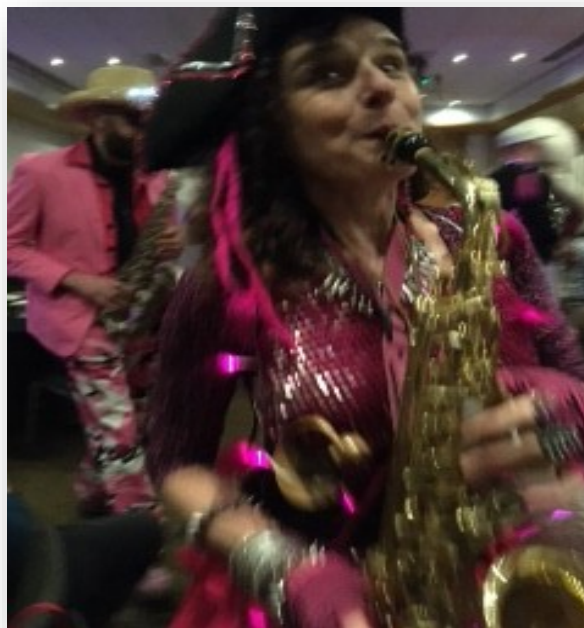
On the Saturday a large contingent of South West Gaffers and others visited the *SS Great Britain* whilst several of our national officers visited the ship on Friday. An informal rendezvous was organised by David Patuck with members meeting in the ship's café for a coffee before touring the vessel. Remarkably all those let loose on Saturday turned up for the 16:00 national AGM at the Novotel and for many it was their first opportunity to attend this informal but business-like meeting. Whilst members were gallivanting around Bristol and its water-side attractions, your President and Secretary were incarcerated in the Association Committee Meeting, which ran from 10:00 through to 15:30 with a break before the AGM. It is pleasing to report that the ACM was a relatively peaceful event with contentious items being well handled by our President. All in all, it was a very positive ACM with great plans for the future from our widely dispersed and varied areas.

One of the most significant outcomes was the draft plan for a round Britain cruise (RBC) as part of the OGA 60 celebrations which will culminate in a rally hosted by the East Coast area in August 2023. Locally, Plymouth is scheduled as a host port 13th - 14th May 2023. As an area we will need to plan how we are going to welcome and support the RBC fleet. We may also want to nominate port liaison officers to welcome boats as they put into other West Country ports as part of their passage along our coasts. Many of us, especially John Gallagher, will remember when we hosted the last RBC fleet which put into Plymouth for two days and due to weather

conditions stayed for nearly a week!

Many of you attended the AGM so I will not cover that here as it will be reported in the next Gaffers Log. I hope that those attending found it useful to see the hierarchy at work and noted the great efforts that the General Management Council and your Association Committee go to make the OGA a forward looking organisation that is fun to be part of and good to sail with.

Following the AGM there was an adjournment to the bar for recovery and the chance to catch up with friends old and new while the hotel re-configured the Victoria Suite for our annual evening buffet supper. A good choice of three hot dishes with associated vegetables and salads was enjoyed by all followed by some delicious puddings with excellent service from the hotel staff. As we were just about to finish our puddings there was the dull sound of our fellow South West Gaffer Vic Love as he powered up his pink sousaphone and led his Ambing Band into the room. From that moment on the place rocked to music with many getting up and dancing, even the most reserved amongst us were tapping our feet and clapping to the sound of the band playing old favourites in their own very special way. Some one did ask me before the event what genre of music the band played? – difficult one, to which I replied, “pink rock brass”. During the music a collection was made for Caring in Bristol that looks after homeless people in Bristol, a charity nominated by the band. I am pleased to say that members generously donated over £350 for this worthwhile cause including 2 members who each paid Penny £5 to dance with her!



Pink saxophone player on the move! photo: Penny Jolley

One of the criteria for selecting the venue was that there had to be some good real ale pubs nearby, in fact there were three that were soon located by many of those attending. The favourite seemed to be The King's Head which features in CAMRA's National Inventory of Historic Pubs where on the Saturday, having packed the place out, most of us meandered back to the hotel at about 00:30 (Sunday) with the Dublin Bay Area still propping up the bar.

Sunday started with a "full English" being consumed by many to recover from the previous night's frolicking. After breakfast we were suitably marshalled by members of the Bristol Channel area and guided on the short walk to Temple Bridge landing stage where we embarked on two boats from the Bristol Ferryboat company. We had a most informative tour of the Floating Harbour with excellent commentary on the development of the docks and associated industry over the years. The boats then dropped us off at the Underfall Yard where, having been split into four groups, we were given a tour of the yard with plenty of information about its history and remarkable survival over the years. I think many of us were amazed to see that Brunel's original sluice gates that operate the



Underfall and are still in use today on a regular basis to keep the Floating Harbour from silting up.

A special word of thanks must go to Keith McIlwain (President) and David Botterill (Secretary) of Bristol Channel area, who dealt with an amazing logistical problem leading up to the weekend as the numbers for the boat trip and visit reached the maximum of eighty that could be accommodated.

On Sunday there was still more to come as many gaffers continued their exploration of the Floating

Harbour to be welcomed by Mike Rolt of Bristol Classic Boats for an informal visit and particularly to look at the three classic yachts that he currently has in the yard for re-fit and restoration. The most prominent was the legendary Uffa Fox designed 44ft sloop *Huff of Arklow* which was the only one of the Flying 30 class ever built. Those who viewed the work at Rolt's were impressed with the knowledge and standard of work undertaken at this yard. One of the Holt's sons is currently involved with the building of Pellew down in Truro which is one of our winter visits organised by Don Garman.

Late Sunday afternoon most of those who visited Bristol were on their way home although there were still an intrepid few having breakfast at the hotel on Monday morning before either continuing their visit to Bristol or heading for home.

The joint hosting arrangement between South West Gaffers and Bristol Channel Area worked very well and contributed to a memorable weekend and put Bristol and the West Country on the map as far as the rest of the OGA is concerned. We also owe a big thank you to Colin Stroud (OGA Secretary) who worked tirelessly behind the scenes occasionally wondering what these mad men in the West would dream up next! We have jointly instigated an AGM weekend at a suitable maritime location that is both business like and enjoyable to attend. Where do we go from here? The North East Area have been approved by the Association Committee to host the AGM 2021 in Newcastle and I know they are already well into the planning process for another bumper event. After that I hear Dublin Bay have some ideas they may bring to next year's AGM for 2022.



Photos: John Gallagher

Visit to Pellew followed by Lunch

8th February

Don Garman

With the sun glinting on the mud of the Truro River, and the trickle of water flowing lazily downstream providing the Mallards with somewhere to swim, twenty two members of the South West Gaffers began to gather in the Rhoda Mary Yard, Newham, Truro.

Alongside the dock on where group gathered was *Agnes* the replica Scillonian pilot cutter built and owned by Luke Powell. Swathed in plastic to keep out the winter weather, she was dwarfed by the 68' pilot cutter, nearing completion, which lay ashore under the cover of the open shed. *Pellew* soon to be launched was what the group had come to see.

The counter stern with her name clearly shown towered above the heads of the group, whilst stacks of timber, sawdust, spars and the tools of the shipwrights surrounded her.

The group was hosted by both Luke and Joanna Powell. Luke explained the back ground to the project and the formation of the Falmouth Pilot Cutter CIC. *Pellew*, named after the famous Admiral from Flushing, she is a faithful recreation in oak of the Falmouth Pilot Cutter *Vincent*, that was built in St Mawes in 1852 and served as a pilot cutter until 1922 when she became a house boat. The vessel was crewed by a skipper and mate who would take out eight pilots to ships in the Western Approaches. Sometimes the skipper would need to go aboard a ship as a pilot, then the mate would collect the punt and sail the boat home. Often the mate was a teenager!

The massive mast made from a 61' trunk of a Devon grown Douglas Fir and the equally massive boom and bowsprit were impressive. On board, and standing at the stern, looking down the tiller trunking one was aware of the size of the counter stern. The mighty tiller will need large hands to achieve a grip, whilst the beautifully constructed windlass does have mechanical assistance. Modern technology is carefully secreted in lockers on deck.

Down below the eight guests have good sized berths, radiators and a shower whilst the apprentice in the focsle will be accommodated in a pipecot! The saloon is spacious and there is a splendid galley running along the port side. Electricity provided by a generator will provide the power for cooking.

A low doorway gives access to the crew quarters and chart table. But washing in the crews' heads will require you to kneel!

The evidence of coding requirements is apparent and watertight doors with a wood finish are to be found both forward and astern.

"*Pellew*" will be the largest cutter rigged vessel in the UK when launched around 09.00 on 29th February (as the yard will be closed because of craning, best viewing will be from the east side of the river), however her official launch with sails on etc will be in St Mawes on 6th May.

We were privileged to have the opportunity before the launch to have a good look at this impressive vessel. Thanks to Luke and Jo for giving up their Saturday morning and taking time to explain the project and answer the many questions. There will be several of the group who will be booking a sail in the near future.

A short car ride down the east side of the Truro River took 22, including Luke and Jo to the Heron Inn Malpas where there was good service, excellent food and a great view of the river, a changing scene as the tide was on the make.

To find out more about *Pellew* visit:

www.workingsail.co.uk



Our group with Luke and Joanna in the middle and Pellew towering above us

photo: John Gallagher

NB Despite the announced cancellation of the launch on 29th due to storm Jorge it did go ahead during a window of calm. See the video at



Pellew timelapse - Rob mcdowell.MP4

PELLEW



Above: Looking F'wd

Left : Looking Aft



Right : large galley

Below : hull showing deep keel



Forward Bulkhead



Above: large saloon

photos: John Gallagher

Informal Meeting Duke of Cornwall 26th February

John Gallagher

This was the first time we have used this venue and it proved an excellent choice. After gathering in the bar the 17 of us moved to a very cosy private room adorned with pictures of fine old sail ships. We feasted well and chatted continuously till closing time. Staff there looked after us very well and a jolly time was had by all.

Amongst the other famous sailors who have used this characterful hotel built in 1843 was Earnest Shackleton and some of his crew before setting off on his famed Antarctic exploration in 1914 from nearby Millbay Docks.



Forthcoming Events

Fitting Out Lunch 18th April

This will be held at our new venue, the Duke of Cornwall Hotel. A large Council car park is conveniently opposite. Following lunch there will be a talk by Barbara Bridgeman who has been heavily involved in the restoration of the *Lynher*, the last Tamar Barge built at Calstock.

Brixham Heritage Sailing Regatta 22nd—24th May

With half price berthing thanks to Torbay Harbour Authority on the Heritage Pontoon and the colourful spectacle of the Brixham Sailing Trawlers, Chinese Junk rig boats and the gathering of gaffers and luggers it is wise to book early for this enjoyable event.

Check the website: www.brixhamheritageregatta.uk



Newly restored Lynher in Plymouth Sound photo: John Gallagher

A glimpse of the regatta boats in Brixham through Minx's staysail sheets

photo: Paul Jolley



Falmouth Classics 12th—14th June

This is an unmissable event, the largest classic boat rally in the country which still has a cosy local feel. Falmouth goes into carnival mode with the spectacle of boats sailing in from all over. Synchronised with the International Sea Shanty Festival, spirited groups of singers can be found performing not only on the stages but in many pubs throughout the town. So, there is always something for all. But book early if you want free berthing alongside.

Go to the website: www.falmouthclassics.org.uk



Racing in Carrick Roads

photo: Max Willcock, Mayn Creative.



Parade of sail , Falmouth Classics 2019

photo: Max Willcock, Mayn Creative.

Helford Rally 15th—17th June

This is our South West Gaffers OGA Cornish Rally. Those who go always go, go back again which says much about this friendly gathering, the organisation and of course the grub! This is a great sociable event

Book early to help Don Garman gauge numbers.

Contact: Don at:

cornwall@southwestgaffers.org.uk



The Helford Rally —Some of the fleet on the start line.

photo: Chris Rear

The Sad demise of a Morecombe Bay Prawner

Mike Forwood

With the Arnside conference coming up in 2021 I thought that it was an ideal time to tell the readers about the latter days of my prawner *Marta*

I had no need for a boat of my own when I was working since for fifteen years I was involved with Sail Training ships that took all my time and energy. But when that was coming to an end I scoured the West Country and found a very pretty thirty two foot prawner in Millbrook just about as far up the creek as it was possible to get. It was in a fair state, lying ashore with the pig iron ballast laid out where the owner had been cleaning them up ready to be eased back into the bilges.

The owner was David Bailey who had been its custodian for some fifteen years and when I went to his house to complete the papers it was obvious from the pictures on the walls, the books on the shelves and navigation instruments on display that he was a seaman. It was soon established that we had both spent our apprenticeships with the British Tanker Company known in the fifties as "Better Times Coming" as the food was meticulously doled out according to the Merchant Navy agreed victualling rules in ounces per week. We were a lean lot in those days. David was best part of a decade older than me and when he gave up the sea he worked for an agency in the Midlands and started up a firm making aluminium fittings for canal boats in his garage under the name of YS mouldings which products can still be purchased today. He introduced me to the Plymouth Classics and finally the OGA. That was some twenty years ago.

Marta was taken to the museum at Morwelham on the Tamar in 1990 and she lived there in the medieval cut in exchange for doing maintenance work about the site, which seemed a very fair arrangement. I tried my hand at granite walling there and some maintenance on the *Garlandstone* soon after Tommi Nelson's men had undertaken a major refit on it. At the time I was away a lot in Ireland working as Project Captain on the *Jeanie Johnston*, a replica famine ship of the 1840's that was their millenium project in the wake of the Good Friday agreement. The shipwrights there offered to work on *Marta* for me but I didn't dare take it beyond Lands End.

Just a few yards away Charlie Force was rebuilding *The Lynher*, a Goss built trading vessel constructed immediately under the Calstock viaduct a hundred years earlier. Charlie had dragged the *Lynher* out of the mud near Treluggan boatyard some five years earlier, filled it with empty forty gallon drums lashed down to the hull and somehow got it to the museum without it sinking underneath him. We took both *Marta* and *Lynher* down to Falmouth for the eclipse of the sun and *Marta* became a regular visitor to the Brixham heritage weekends and the classics at Falmouth and Fowey.

David Bailey was unable to tell me a great deal about it's previous history apart from the fact that it had been in the Plymouth area for some years with two or three owners before him, one of whom used it for taking youngsters out beyond the breakwater. As far as he was aware it was built around 1920 at Arnside and he had a dredge made and tried his hand at fishing. With the dredge out the steering was light as a feather but *Marta* had a wicked weather helm otherwise. But it looked the part with roller reefing and sat in the water with the sweetest of lines.

I asked David why it had a steel bowsprit, beautifully tapered and eight sided and he said he bought it like that. Apparently the previous owner kept breaking bowsprits, obviously not able to get used to the offset propeller. I soon replaced that with a wooden one and if you should ever go to the boatyard at Calstock you will find it mounted on the dockside as a floodlight.



The beautiful tapered octagonal bowsprit with an added extra length plus light.
photo: John Gallagher

I made many attempts to keep it watertight on the slipway at Morwelham but finally gave in and shifted it to the yard at Calstock where I withdrew the keel bolts, or what was left of them, and drove in new ones. But with doubled cut frames to be renewed and the deck up for relaying, not to mention a suspect garboard strake it was going to be a major job. Not that I minded some hard graft but I really wanted to go sailing. And of course at the end of the day a prawnier has very limited head-room. She might have sailed sweetly but she needed a new owner.



Marta motoring down the Tamar

But unbeknown to me at the time *Marta* was about to be reunited with a previous owner. *Marta* was chocked up high to get those keel bolts out and under a heavy lorry tarp when an acquaintance in the yard who kept his boat there but lived in Shropshire asked me what the cover was hiding. It's a Morecombe Bay prawnier he said by the look of it. To his surprise when we removed the cover it was the boat that he had owned in the fifties and that he and a friend had sailed it down the Irish Sea, having bought it from a Timber Merchant in Fleetwood. John Wilmot became a very good friend of mine in subsequent years although the only gaffer he ever owned was my *Marta*. But he was perplexed because although he was convinced it had been his and subsequently came up with some photographs, which I still have, it's name when he owned it was *Elizabeth*. Some years later after various escapades in the West Country He finally took it to Brixham and it was sold by Alec Primrose, but to whom he could not remember.

That of course renewed my interest in checking it's pedigree, but I drew a blank with the register of prawniers, who even doubted that it was built as a fishing boat. I searched every beam and frame for a clue but as

the stern was cropped off like so many prawners I had to accept that I would never get to the bottom of it.

I would like to end this story on a happy note but it is not to be. Advertising *Marta* in The Gaffers Log I had a call from Scotland and a prospective buyer arrived two days later. Money changed hands, paperwork was completed and he returned home to arrange transport. It was just what the new owner wanted he said. The mast was unshipped and I motored my once pride and joy down the Tamar to Saltash Sailing Club where a waiting artic with hi-ab crane soon had it aboard for its new home at St. Andrews.

About a month later I had a call from the new owner. He couldn't control it and the bowsprit was worrying other boat owners. Just as well it wasn't the old metal one. Well it did have an offset prop and only a Volvo MD1 and needed an eagle eye when coming alongside. Would I come up and show him how to handle it. I couldn't of course. A month later another call. He had hit a couple of boats and sunk a buoy and was likely to be banned by the harbour master. Six months later I had another call. He had been told to take it away and it was now in Anstruther ashore. Another six months went by and I was told that *Marta* had been stripped of its rig and sold on and that the hull had been given to boy scouts as a project. Perhaps somebody on the North East coast might be able to fill in a little more of it's history. I still have the carved nameboard from the stern as the new owner wanted to change its name yet again.

Marta, or *Elizabeth* as she was originally known deserved a better ending.



Elizabeth before the name change in Brixham harbour in 1958

New Members

We started having short pieces on new members to introduce them to us all last year. And here's a short note from Edward Bean one of our latest to join us having just moved from the Solent Area

Edward bought *Chione T* during March 2018. He had been looking for a gaffer for some time. She had to be small enough to sail single handed but have plenty of space below to stow personal belongings, stores and food. Also she had to be able to take on sufficient fuel and water for extended cruising. But he also wanted a gaffer which wouldn't require a mortgage to take into a marina ! So an easily retractable bowsprit was essential. Finally because work often takes him away from home for some time she had to as low maintenance as possible but with enough brightwork to look and feel traditional. Oh and she also had to sail well !

Chione T is a 30ft LOA, 25 ft LOD Tradewind Atoll built by Martyn Brake Yachts of Poole. She is a heavy displacement gaff cutter with a British racing green GRP hull, wooden spars and tan sails. Edward found her in Ardfarn, Scotland . She had one previous owner who had really looked after her well and the internal fit was still immaculate. And she does sail well. Off the wind she absolutely flies but like most gaffers *Chione T* doesn't like being pushed too close to the wind.

Edward joined the Solent Branch of the OGA in 2018 transferring to South West Gaffers when he moved to Cornwall in 2019. Once a suitable mooring is found in the coming months he plans to sail *Chione T* to Plymouth then onwards and is looking forward to exploring the South West coastline.



Edward Bean

Chione T— Tradewind Atoll Gaff Cutter



photos: Edward bean

Treluggan Boatyard — Annual Boat Jumble Saturday 9th May

This is always held on the second Saturday of May. It starts at 10 am and you can bring along your surplus boaty bits to sell and rummage through what's on offer from others and from the yard.

Free sellers pitch. Free entry. Free parking



For more information contact:

info@trelugganboatyard.co.uk.

Tufnol blocks for sale !

Rob Brown has been having a clear out and has decided to part with his cach of fine old blocks as shown here.



To contact Rob mail :

robbrown@southwestgaffers.org.uk

Please Note

If you have anything to wish to sell please contact the me in good time before our quarterly Dogwatch goes out.

Also if you have a sailing tale or boat related story please contact me. I am always after fresh copy !

Editor

South West Programme of Events 2020

January 10 th – 12 th	OGA - AGM Bristol	contact: Colin Stroud secretary@oga.org.uk
February 8 th	Cornwall Winter meeting to <i>Pellew</i> Falmouth Pilot Cutter followed by lunch	Rhoda Mary Heritage Yard, Truro contact: Don Garman cornwall@southwestgaffers.org.uk
February 26 th	Informal gathering and meal	Duke of Cornwall Hotel contact: John G editor@ southwestgaffers.org.uk
April 18 th	Fitting Out Lunch and talk on <i>Lynher</i> , Tamar barge, by Barbara Bridgeman	Duke of Cornwall Hotel contact: David Bewick secretary@southwestgaffers.org.uk contact: brixhamheritageregatta.uk
May 22 nd –24 th	Brixham Heritage Sailing Regatta *	contact: falmouthclassics.org.uk
June 12 th -14 th	Falmouth Classics *	Helford River S.C. / Port Navas Y.C. contact: Don Garman cornwall@southwestgaffers.org.uk
June 15 th -18 ^h	SW Gaffers Helford River Rally	Queen Anne's Battery, Plymouth contact: Rob Brown robbrown@southwestgaffers.org.uk
June 29 th - 1 st July	SW Gaffers Festival of Sail (Annual Rally and Race)	Mousehole www.seasalts.co.uk contact: www.foweyclassics.com
July 3 rd -5 th	Sea, Salts and Sail *	contact: Gil Hayward gilbert.hayward@btinternet.com
July 28 th -31 st	Fowey Classics *	contact: www.dartmouthregatta.co.uk
August 14 th -16 th	Dittisham Rally *	
August ? tbc	Dartmouth Regatta—Gaffer Races *	
August 30 th	Mayflower 400 Events *	Dartmouth contact: Paul Jolley
September 10-14th ? tbc	Plymouth Classics *	Sutton Harbour * contact: John Gallagher editor@southwestgaffers.org contact: brixhamheritageregatta.uk contact : Jess on jess@charlestownharbour.com
September 18-19 th	Brixham Heritage Rally *	Plymouth
September 18-20 th	Charlestown Classics *	Contact: David Bewick secretary@southwestgaffers.org.uk
November tbc	Laying Up Lunch and AGM	

* *these events are not organised by South West Gaffers but we publicise and fully support them*