

South West Gaffers

Promoting Gaff Rig Sailing in Devon and Cornwall

South West Branch of the



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The Dog Watch

For the Sea Dogs of Devon and Cornwall

Issue 42

December 2020

Welcome

Well it's a happy Christmas from me and a happy Christmas from him being our newly elected President who is saying it on all your committee's behalf
Ed

A Christmas message to South West Gaffers

With these long nights and cold days and Christmas looming at an alarming speed 2020 is fortunately coming to a close and many will say amen to that. Whether you are a singer or a sailor or indeed both it has been a frustrating summer but with immunisation on the way as I write, I am sure that we can look forward to a wonderful 2021 to make up for this year.

The Dog Watch newsletter is the envy of all the other regions of the Old Gaffers Association and it puts us at the top of the league in communicating with our members in the south west which covers more coastline than any other region.

I would like to take this opportunity to thank Paul Jolley for his diligent work over the years putting us right in the spotlight. I have attended about four A.G.M's over the years and without doubt the Bristol event earlier this year surpassed them all.

David too has done sterling work in a very professional manner and is preparing to pass over the baton, or should it be the tiller, to Tim Price who has agreed to take on the position of secretary. Thank you Tim.

Finally if we can conquer covid 2021, promises to be a very busy year. Paimpol is in the sights for those who can't wait to get across the channel, the Tall ships are starting their racing from Falmouth in August not to mention all our usual gatherings. Rob Brown had made an excellent start co-ordinating it all together.

And finally our membership here. David Puttuck has confirmed the membership is around 170, the third biggest section in the country. But there must be many more potential gaffers that with a little bit of furling around and passing the word we could seduce into joining.

So here's wishing you all a very happy Christmas and an excellent sailing season.

Mike Forwood

**NB. Tall Ships are coming to Falmouth
19th August**

Next Meeting

Fitting Out Lunch—details to be confirmed

Thoughts of an outgoing President

Paul Jolley

It has been an absolute pleasure to have been the President of South West Gaffers for the last few years. It is of course time to move on so that a fresh pair of hands steers the area forward over the immediate future and I am pleased to hand over to Mike Forwood with his considerable experience of the Merchant Navy, sail training and of course leisure sailing. The Area has grown in stature over the last few years by having an energetic and forward-thinking committee well supported by members who have turned out for the variety of sailing and shore-based events that have been held every year. This year of course proved a difficult one but nevertheless some members did manage to get afloat and meet up at Fowey, Salcombe and Brixham with the South West Gaffers at Sea WhatsApp enabling those at sea to keep in touch and organise rendezvous both in harbours and at various yacht clubs within the confines of current rules.

During my tenure I have been extremely well supported by your Committee and other members who organise events and help with supporting roles. The Area is in fine fettle with I believe, the highest membership for many years which of course benefits us financially as the OGA gives us an annual grant based on the number of members. Thanks to the support of our neighbouring friends in the Bristol Channel Area we were able to organise and hold the best attended and most successful national AGM in the recent history of the OGA. This event put South West Gaffers to the forefront of the organisation with many requests for copies of Dog Watch from both national and other area officials. Behind the scenes I have revised the national system for centrally ordering merchandising which is now firmly back in the hands of head office. I seem to be left with the role of OGA Head Christmas card dispatcher!

I must thank David Bewick who as Area Secretary has worked extremely hard and had to occasionally reign me in when my enthusiasm was going in the wrong direction. Do not underestimate what David has done in getting the administrative and organisational matters in particularly good order. David has also proffered his skills on the national scene with our area contributing constructive comments on the running of the OGA, its systems and more recently the rules and constitution. Tim Price has stepped forward to take on the role of Area Secretary and I am sure that with his enthusiasm we are in another pair of safe hands.

Finally, it goes without saying that it is the enthusiasm of our membership and the success of South West events that keeps us to the fore of the OGA in terms of stature and activity. Let us all hope for a less restrictive new year with fair winds and good sailing.

The way forward

David Bewick, outgoing Secretary

In the hope that normality will return sometime next year we are planning a full season of events in the Area.

We held our AGM by Zoom on 12th November and we were pleased that the technology did not put off too many people and that most of the usual suspects and a few new ones, managed to take part. Perhaps the most significant outcome of this meeting was that Mike Forwood was elected as our President, replacing Paul Jolley. Paul has done a sterling job as President and will be long remembered as the main architect of moving the OGA AGM out of London into the provinces. The first such event, held in Bristol in January, will live long in the memories of everyone who attended.

Our pleas for “new blood” were rewarded by Tim Price coming forward to offer his services and he was elected to join the committee. Paul Jolley, David Patuck, Rob Brown, John Gallagher and I were duly re-elected. The new committee met for the first time (again by Zoom) on 1st December. At this meeting, it was agreed that Tim Price would take over from me as Secretary. I think Tim is a brave man to take this role on as a newcomer to the committee but I will be working with him to ensure a smooth handover.

Rob Brown had done a lot of work in planning for our main event in Plymouth this year only for it to be cancelled. But Rob has been elevated for his efforts and now has the new role of Events Secretary. Please keep an eye on the Area website to see the details of events as they are firmed up: [OGA - South West Events](#).

NB Our hoped for calendar of events will be published on line as soon as we have some certainty and then in the next Dog Watch.

New on your committee

I thought you might be interested in a glimpse of the biographies of our two new members on the committee. David Bewick

Mike Forwood

I was hardly out of short trousers when I first went to sea. I wasn't sent nor was I pushed and indeed I had to do all the groundwork as my careers teacher hadn't a clue on the procedure. And that was at a time when we had a merchant navy fleet of nearly four thousand ships, the biggest in the world. Anyone who went to sea, seafarer or passenger went for a reason not a holiday.

So off I went as an apprentice on a tanker literally around the world on various sizes of ships for four years. It got cold - very cold at times and then two weeks or so later hot extremely hot.

There was no shortage of jobs in the 1960's - as long as you didn't have a tattoo. The liner Companies wouldn't take you if you had one. The next five years I spent on the Atlantic as a deck officer bringing back newsprint from Canada - only for the best papers you understand. But times were a changing by 1967.

The passenger ships I longed to join were fast disappearing in favour of aircraft so I did the next best thing and joined the ferries at Dover. Driving those with panache was quite exciting. Trains to meet, deadlines to achieve it was boomtime and I eventually got command with P and O.

Nothing ever lasts of course and if you are at the top and can't stay there the only way is down and that was me in 1987.

Change of career and sailing beckoned, something I had always hankered for. For the next twelve years I had command of the UK's premier sail training ships taking youngsters all over Europe. Outward Bound at sea. In fact it was the same guy Kurt Hahn who set both of them up.

Roll on into the next millenium I decided to do anything that interested me from the reconstruction of Ireland's famine ship project on the back of the Good Friday agreement to taking the Rainbow Warrior to Australia and volunteering in India after the 2004 tsunami and finally building windfarms.

Tim Price

My great grandfather was originally a fisherman from Mevagissey who then became the master of a packet running from Truro Plymouth. After wrecking it entering Fowey, he ended up as Harbour Master in Truro. I, of course knew nothing about this whilst growing up, and first took to the sea as crew on a Nicholson 43 out of the Hamble. Not realizing that I had some connection to the sea, I joined the Army. The old adage "fly Navy, sail Army, walk sideways" applied and I managed to sail out of the Baltic, Gosport and from New York back to Southampton (no pubs en route).

Sadly the opportunity to sail was always limited by being in strange parts of the world but we had access to a Drascombe Lugger in Oman and I had a share in a GK24 whilst in Kuwait. It is not many people who can say that they have had to use a fog horn in a sandstorm but I made it to my berth with minutes to spare. Also in Kuwait, whilst crewing in a race, I watched in horror as the lead yacht with spinnaker up, was sucked into the slipstream of an oil tanker. Of course the tanker didn't even know he was there and the skipper was seen fending off the hull as it slid past.

I ended up being the CO and Station Commander at Woolwich which bizarrely meant that I had 365 acres of SE London, 16 Lt Cols, 220 other Officers and 150 other ranks to command. It is no wonder I ran away to Baghdad, followed by 3 years in Kuwait and 3 years in America before I finally retired from the regular Army. Even then I became a full time reserve and trained and assessed Brigades across the UK on their ability to support civil contingencies.

Now fully retired, I bought Mayblossom in spring 2018 (19 ft Gaff Cutter previously owned by the Jolleys). After refitting the lifting keel and preparing her for sea I set sail from Brixham to Helford. This took 2 weeks because of adverse weather; the limited window around Start Point, running onto the sand at Bantham (only one tide), 3 days in Plymouth, 2 days in Fowey and home. Not having sailed a gaff cutter before, I am now a true convert and relish the kindly boat that looks after me.

..... and now the last bits from the Poop Deck

Don Garman, as ever has been busy trying to help sort out Falmouth Classics and the Helford Rally for next year after the work of cancelling the Classics and sorting out the many sponsors for this highly popular event for this year. He is currently now in debate about resetting the Classics for next year and we will be able to elaborate further on the website with details in next Dog Watch — Mar 2021.

But in another aspect of his busy life as Station Manager of NCI Nare Point he has sent us a helpful information regarding weather conditions. Ed

Real time weather from Nare Point

Don Garman

NCI Nare Point Station is located at the entrance to the River Helford and provides real time weather conditions in the area. Information includes wind direction and strength, temperature, including wind chill, air pressure and current rainfall. The data can also be accessed on a phone using the Weatherlink App.

The station broadcasts weather and sea condition at Nare Point every day at 10.40, 13.40 and during BST at 16.40 on VHF Channel 65.

When coming into the area we hope you may find this helpful.

South West Gaffers Presidents' Awards

Paul Jolley

In the absence of any area racing events in the past season due to Covid restrictions we did not have the usual presentation of prizes this year with the cancellation of our annual area races. So, I decided that the year should not pass without some form of recognition for sailing and efforts to keep the area as alive as possible over the last year. Three special President's awards were made at the AGM to mark the end of the season and the recipients each received an OGA burgee to fly at future sailing events. These were awarded as follows:-

Martin Elliott : for organising an informal get together at Fowey at a time when the Covid restrictions made it exceedingly difficult for us as an organisation to run any event following both

Government and RYA guidelines. By running a small gathering of boats in Fowey and making the best use of the "South West Gaffers at Sea" WhatsApp group a number of boats were able to meet in Fowey and enjoy some socially distant time together.

John Gallagher : for his unstinting work in producing Dog Watch which contributes much value to area members and now also national officers who want to be informed of our many activities in our highly active area. Compared with the newsletters sent out by other areas the Dog Watch that is produced by John is a vastly superior publication, much of the information included is subsequently published in The Gaffers Log.

John Crellin : for his determination to carry on after a tricky situation developed on the Dart Yacht Club pontoon whilst coming alongside single handed, when his gear linkage developed a fault, and his engine was stuck in forward gear. An emergency stop using mooring warps averted a serious incident but unfortunately a rope friction burn was inflicted in the process. Having been assisted by Dart Harbour staff and suitably repaired by the NHS John then simply sent for an additional crew member and carried on to the Brixham Heritage Rally the next morning in some challenging wind and sea state conditions. His return passage from Brixham to Salcombe Bar took three hours and shredded a fore sail in the process! Full marks for good seamanship in difficult conditions and joining in despite having to deal with an exceedingly difficult berthing manoeuvre in Dartmouth.



Musings on a Memory

Rob Brown

Having owned a Tela 16'6" dayboat by Salterns for a while I always secretly yearned for an open Memory 19. Idly, as one does, I had been watching adverts for Memories on the web for a long time and one in particular caught my eye. After watching it for the best part of twelve months the price came within reach and *Heron*, a Saltern's open Memory became mine in the Spring of 2018. She arrived with a split mast so she did not get launched with her new mast (Collars, Oxford) until the autumn of 2018.

Although *Heron* was a standard fit out she clearly had issues. Initially sailing her revealed the weather helm to be so bad that in windy conditions bearing away was well nigh impossible! I tried to flatten the main but the boom was too short and there was no purchase on the outhaul and no downhaul at all.



Layout of the new down haul arrangement

These two issues were readily resolved with a handy billy from the boom to the deck and an additional block on the boom. But the boom was still too short to flatten the main effectively.



New jib sheet arrangement with the jammer moved aft

The jib and main sheet jammers also presented problems being grossly undersized for the diameter of the sheets. For the mainsheet I fitted a larger sized float block with jammer and the problems were solved. The jib sheets required a more detailed solution.

The old brass fairleads for the jib sheets can be seen just above the new tufnol ones. The slight misalignment enabled me to use the same holes. The new turning block and jammer was moved aft as I sail mostly single handed. The old sheeting positions are in the process of being re-commissioned to take the small jib. Strangely, this set off the stem, balances the rig with a double reef in the main and then weather helm disappears !

With these small modifications we joined in the fun at the 2019 Plymouth Festival. The wind was light and our performance was poor partly as a result of being driven too far to leeward at the start by a "yacht under power" claiming he was out of control. We ended up practically on Fisher's Nose as the rest of the fleet tacked away into fresh air ...that's racing!

With further sailing it was apparent that the halyards also had issues. To provide for the two main halyards, topping lift and two jib halyards only four pins were provided.

Heron came without a topsail and to provide for that as well, at least two further pins are required. David Bewick had carried a similar modification on *Gimili* but a call to him reassured me it would not be the nightmare I feared. Worryingly the old pinrails were only held on with three small screws with a miniscule amount of glue. The new rails were firmly screwed and glued with cascomite.



New three pin rails glued and with long screws and new turning blocks

The next job was to get the mast to stand up! The traditional lashings are simply not up to the job - they are difficult to tension and do not remain at a constant tension. So, with apologies to the purists reading this I fitted bottle screws to the bobstay, forestay and shrouds. This resulted in a big difference.

Then the topping lift. This was a single line from the end of the boom to the pinrail via the mast head. This made the gaff unsafe as it could swing off when raising and lowering. So, a double line was fitted and led to a cleat on the forward end of the boom.

Also, reefing could only be undertaken on the mooring before the sails are raised, so not much use if the wind gets up. Sheaves were fitted to the bee blocks and led to the forward end of the boom.

But after all this only a marginal improvement in the weather helm issue was achieved.

Thanks to my very understanding wife, Annmarie and savings during lockdown new sails became a possibility. I talked to two sail lofts and with no hesitation chose Pete Crockford at Sailtech. Why? Apart from the fact he was marginally cheaper I would have chosen him anyway. From the first phone with his assistant George to



delivery of the sails he really took an interest in understanding the issues involved. He had actually sailed a *Memory*.

After the initial series of phone calls my brother Andy and I visited his loft in Penryn with the old sails which he stretched out on the loft floor and lifted into all sorts different shapes. It was obvious the sails were not only badly stretched although little worn and far to full. He advised that this amount of stretching was common in this type of cloth so we opted for a higher quality



New sails in action

Bainbridge cloth. This cloth was not available in tan so cream was chosen with the sail flatter and with a shorter foot and head. And dare I say, also with three battens. Bingo we now have a boat that sails much better and the weather helm is reduced to manageable proportions.



Foresails set well

Next comes the topsail which is a work in progress. Setting a topsail without a jackyard is difficult enough, add a jackyard and everything flies every which way!

Heron came without a topsail or fittings. So, spars were ordered from Collars and a topsail from Sailshape in Fowey.

An offset sheave had been fitted to the mast. This proved to be a mistake a block on an eyebolt will be better when fitted at the next mast drop. I have inserted a sheave into the end of the gaff. I think the position of the sail is about right.

(Any comments from readers gratefully received)

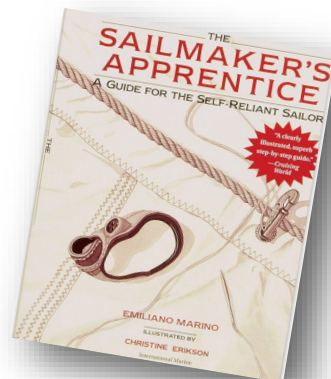
Photos : Rob Brown



Topsail arrangement

I am not happy with the downhaul arrangement and am modifying it 'Cornish style' with an eye on the top of the gaff so the topmast foot can be secured close to the gaff in a vertical position.

My bible is 'The Sail Makers Apprentice' by Emiliano Marino and beautifully illustrated by Christine Erikson published by International Marine. As with all boats it's all in the setting and with gaff you have five (or eight if you include the 'fixed' ones) adjustments to the main and three (or seven) for the topsail which leads to endless fun!



Problem tales from our members

Oil and water don't mix

Mike Forwood

Ask any Royal Navy or Merchant Navy navigating officer what they think of their counterparts in the engineering branch and one would probably get the same answer but maybe not in this pandemic crisis. I suspect they are all being extremely polite to each other on these laid up cruise ships each in the same boat as they ponder their futures. But it had been commonly held by navigators that Engineers didn't know how to hold a knife and fork particularly when eating peas, whilst it was regularly held by engineers that navigators were only good enough to wave a bit of metal with mirrors at the sun and come up with a position line without a thought for the greasy gang sweating it out below. And Captains were frequently reminded by the Chief Engineer that without the engines the ship was going nowhere. Occasionally this banter would be forgotten when a junior engineer would be despatched cap in hand to ask the navigator for an old chart to make a gasket. Admiralty charts whatever they are made of are unbelievably durable and versatile so all you sailors who rely entirely on chart plotters take note.

This little article is all about a gasket or more correctly the lack of one.

As all us gaffers know engines don't like water getting in where oil prevails and it was with some alarm last summer that I found a foaming solution on my dipstick when thirty miles from home. With the help of a good friend nearby it was emptied out and a new filter fitted and I struggled home to begin an investigation that took the best part of a year to solve.

The water was getting in past the cooling pump, one of those sexy looking bits of brass that if polished up makes your engine look the business. If the outside seal leaks water should come out of little tell tale hole letting you know something is amiss. If the tell tale hole is blocked up and the inside seal is shot then there is trouble ahead. In my case that was just what happened and apart from contaminating the oil it knackered a roller bearing and a small needle bearing.

So, all refitted on my Bukh 24 by carefully consulting the manual and with the help of a friend and new gaskets all round, was the problem solved. Well yes and no. There was a niggling oil leak and this was August of last year. I abandoned taking *Arriana* to Paimpol and John Gallagher

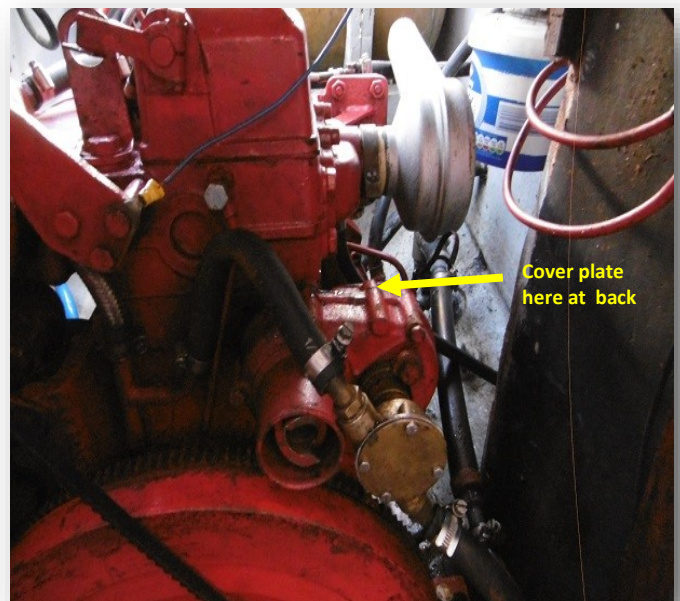
and I borrowed *Maggie B.* from our good friend Pete Sharpe.

When back home, off came *Arriana's* flywheel and gaskets and seals were refitted. All seemed to be fine. Well what with a very wet winter and covid 19, maintenance was a little neglected until *Arriana* hit the water.

And then damn me if the oil leak appeared again! Off came the flywheel yet again, all twenty five kilos of it and more new gaskets. You can't of course put your little pinkies round the back of the flywheel to feel the oil but you frustratingly watch it drip constantly on the Admiralty chart that you've laid underneath. And whilst oil and water might not mix, oil and blood from your mangled fingers certainly does.

I consulted the gurus at Bukh who stated quite firmly that their gaskets do not leak if properly applied and bearing in mind some of the finest engineers in the south west had put socket to nut on my sick engine. I went back to the drawing board and tried to think sideways most of it in the middle of the night. I looked at the exploding diagram for the nth time. My head was exploding. I searched for a chain block ready to put in another engine as the last resort, which I'd looked for online.

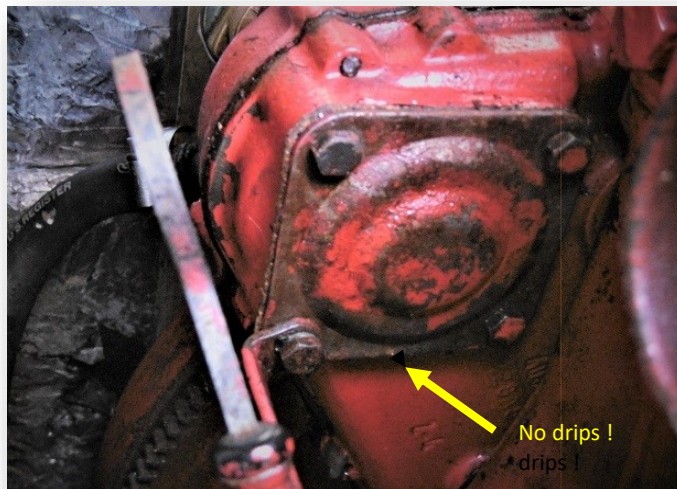
Now the Bukh 24 is a heavy engine at over 200 kilos. Every damn bit of it is cast iron. Or so I thought. But not quite as it turned out. I phoned a friend as one does in time of need and over he came from the Bere Peninsula. It has to be this little pig of a cover plate at the back of the hand start mechanism I declared as he attacked the four



four nuts with a size ten spanner. Off it came, a pressed steel plate, badly distorted and no sign of a gasket, just a black worm of Sikaflex, squashed in places, round the face that must have been there for at least fifteen years .

And what did we fix it with. Sadly we couldn't flatten the plate enough to use an Admiralty chart gasket so we cut a cork one instead. Hopefully, we are better bodgers than the first owner of the *Maggie B* from where this engine originally came. But it's now drip free!

The straightened cover plate now properly sealed



Photos : John Gallagher



Periwinkle's embarrassing water

Problem.

John Gallagher

Part of *Periwinkle's* winter maintenance obviously involves engine care. Along with all the other cleaning refreshing and general nurturing, I always drain the water off and take out the impeller and check it. Last year, as occasionally I have done in the past after seeing it looking like new I put it back in again when I was getting the boat ready to back in late in the season.

I had three or four trips to the Sound and then with my trusty crewmate Geoff we joined Mike Forwood with *Arriana* on a trip to Newton Ferrers. There is always an hours or so motoring before getting to the Sound but we managed to get some fine sailing in before dropping sail ready to enter the Yealm. We had started the motor and it ran sweetly until we had all sail down then that awful high pitched alarm started up - overheating!

Up went the main and jib but with a following wind which suddenly started to strengthen thoughts of creeping in and going about to moor were rapidly abandoned and we scurried to drop the hook at Cellar Bay.

Then it was out with the impeller first, yet it looked fine and undamaged. But it was apparent that whilst water was getting through the sea cock it was clearly greatly

reduced in volume. When we filled up the water strainer bowl the impeller pumped the water through fine. So, we set off with Geoff at the helm and me balancing the canvas bucket filled with water scooping out mugfuls to pour into the strainer until we reached the pontoon and safely moored. But the thirsty rate at which it disappeared into the strainer had me soaked.



Knifed grid after concentrated pressure washing to remove the anti-foul mask and expose it properly back at the boatyard.



The barnacle haven exposed



The unequivocal death of an impeller

But I was properly soaked after as I got down in the chilly waters with a long knife. Then I pushed and turned the knife and out came a great mass of barnacles and muck. Eureka problem solved. On starting the engine out flowed generous quantities of exhaust water.

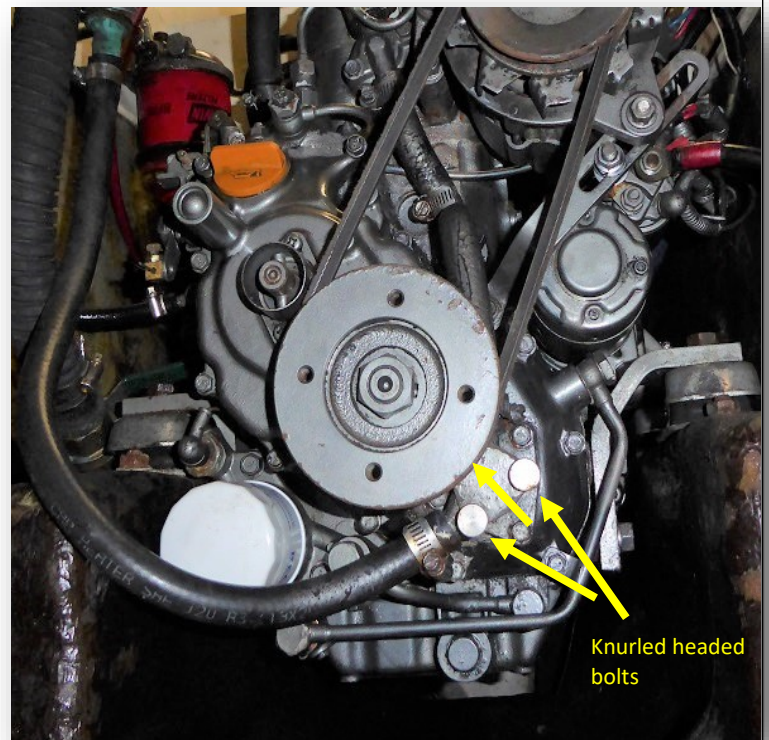
A proper tot was had in celebration then over to the Ship Inn for a good meal, a yarn and a pint or two.

Next day, both boats left for a rather light wind sail degenerating to a motor sail then just motor back to Plymouth to drop the hook at Barn Pool, Mount Edgecombe, to wait the tide for the final leg back to Weir Quay. So, a chatty lunch was had as we moored together. Time up, we started the engine ready to lift the anchor and then we heard that dreaded high pitched whine ! No it can't be ! We checked, Mike didn't have one of his crew babes on board but no it was our alarm ! So, we were hugely relieved when Mike showed the impressive prowess of his newly sorted engine and with *Periwinkle* trussed alongside he swept us up river to Weir Quay in no time.

Off came the impeller and this time it had finally come apart. I can strongly recommend the use of big knurled headed bolts on water pumps as the unit seems always to be in a cussed place as in my Yanmar GM1. So, lesson learnt, replace the impeller each year (it's what you always tell others!).

But the sea cock shaft is something I had not touched for many years and I think that is a common mistake committed by many. Looking round the boatyard most boats have already got the message and have no grills over the sea cock entry but still there are many that do.

Like most others that have, every year I cleaned out barnacles and stuff with a screwdriver. But at the boatyard a concentrated high pressure spray this time stripped away all the old antifoul which obscured just how simple it was to remove the grid, to clean and antifoul up inside the shaft. For me though, now there will be no grid cover.



The origins of Dog Watch

John Gallagher

I seem to be getting rather a lot of plaudits for Dog Watch but you trusty readers should know that it was a creation of that stalwart of south west gaffing Peter Crook who started it. He introduced the concept of an electronic communication method which of course allowed huge scope for a more professional and expansive method of speaking to the members. Previously brief newsletters giving times of events and little more were sent by mail to members.

His first issue comprising two pages is shown here and it was published in May 2008. Those with excellent eyesight will notice a younger Tom Cunliffe holding up a OGA flag as a presentation to Dave Keller a founder member of Devon Gaffers as it was then. He was being awarded the Elder Gaffer Flag.

This was presented to him at the Fitting Out Supper and Tom followed that with one of his enthused, renown colourful talks.

Also careful scrutiny should reveal that one of the two Handicapping Officers was our new president Mike Forwood. We were Devon Gaffers then and didn't become South West Gaffers until many years later. But I don't wish to go into our intriguing history any further here.

I am most grateful to Peter and Elspeth for sending this to me. There is so much more to tell but that should be left to our archivist Elspeth Macfarlane who I hope, at a later time will tell the full story of our origins in the Dog Watch.



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The Dog Watch

For the Sea Dogs of Devon Gaffers

Issue No.1 May 2008

Welcome
Welcome to The Dog Watch, the new look Bulletin for Devon Gaffers. We are including members of the Cornwall Area until they restart their group.

Forthcoming Events
Start Bay Race & Rally 11th – 13th July 2008
Entry £10 including mooring fees, supper on Saturday and barbecue on Sunday, but not drinks. Please bring a bottle to the barbecue!

Friday evening: Moorings have been booked on a Harbour pontoon for Friday and Saturday nights. Meet at The Dartmouth Yacht Club to get to know everyone and receive your race instructions; food available.

Saturday: Start Bay Race: Enjoy a sail in beautiful Start Bay; the race starts at 2pm. Supper and prize giving at 6.30pm at Royal Dart Yacht Club, Kingswear. (We have prizes for everyone!)

Sunday lunchtime: By boat - Drift up the River Dart to Gil and Carolyn Haywards' garden; Neaps HW 1457. 'Fairholme' is the right-hand house in the photo. There is a gate at the bottom of the garden into the Dittisham Sailing Club (DSC) dinghy park and foreshore. The gate has a white lifebuoy on it with the name 'Fairholme'. Dinghies can be left 3 hours either side of high water on the foreshore by the house without getting muddy feet. At any state of the tide you can get ashore from your dinghy from the DSC slipway by their boat house and carry your dinghy up the foreshore, or land at the pontoon by the Ferry Boat Inn and walk along the foreshore to the house. There is a summerhouse half way up the garden with a barbecue nearby.

By car proceed down the hill into Dittisham from the Sportsmans Arms (on the Dartmouth/Halwell road). Turn into Riverside Road which leaves the village shop on the right and the church on the left. 'Fairholme' is the last house on the right at the end of Riverside Road.



Please let Elspeth know by 14th June if you are coming so we can send you a race entry form and directions and order enough food.

Other event ideas welcome, let Elspeth know.

Other events of interest
Brixham Heritage Race & Rally 24th May 2008. Call Trinity Sailing 01803 883355
Dittisham Regatta 9th August 2008: Call John Wynn 01803 722247
Brixham to Dartmouth Passage Race 27th August 2008, followed by
Dartmouth Regatta 28 - 31 August 2008: Call JRSO 01803 752704

Fitting-Out Supper 28th March 2008




The Devon Gaffers Fitting-out Supper was greatly enjoyed by 45 members (including Brian & Estelle Budden from Cornwall) plus our speaker Tom Cunliffe and his wife Ros. After drinks and an excellent carvery Tom gave a very entertaining talk about the joys of sailing and the benefits of Gaff Rig.

Tom presented Dave Keller with a well deserved Elder Gaffer Flag for services to The OGA including setting up YoGaff. Dave very kindly presented Devon Gaffers with an engraved Bontswain's Call or Whistle. We were very pleased that he and Marjorie were able to attend as he had been in hospital the week before. Everyone agreed it was a brilliant evening. We hope to see you at our other events.

Photos by Roger Haynes; more at: <http://uk.groups.yahoo.com/group/devongaffers/photos> including the demonstration of knots by Mike Lucas on 15/2/08.

Crews available:
Simon Bates - for day sailing
01905 29521
Bill Petheram
01264 737519 bill@menitech.co.uk
Mickey Gibb
01752 0822748 mickeygibb@btinternet.com

Crews wanted:
Bob Strawson, Chole May - Could do with a few reliable people to do various events throughout the summer. 01803 866821 bob@middleburn.co.uk
Gil & Carolyn Hayward, Mary Hay - Can probably find room for a couple of crew for the Start Bay Race. 01803 722274 wearesailing@hotmail.com

New slipway and launching available at Blackness Point, opposite Stoke Gabriel. tel. 07702 433242 for more info. Is anyone interested in summer gatherings? Perhaps at Anchor Stone Café, Dittisham? Let Elspeth know.