

South West Gaffers

Promoting Gaff Rig Sailing in Devon and Cornwall

South West Branch of the



Area President: Mike Forwood
president@southwestgaffers.org.uk

Life Vice-President: Mike Lucas

Secretary: Tim Price
secretary@southwestgaffers.org.uk

Events: Rob Brown
events@southwestgaffers.org.uk

Treasurer: David Patuck
treasurer@southwestgaffers.org.uk

Membership Secretary: David Patuck
membership@southwestgaffers.org.uk

Trophy Officer: Mike Garlick
trophies@southwestgaffers.org.uk

Commodore: David Bewick
davidbewick@southwestgaffers.org.uk

Examiner of Accounts: Chris Danby
auditor@southwestgaffers.org.uk

Regalia Sales: Paul Jolley
merchantdising@southwestgaffers.org.uk

Dog Watch Editor: John Gallagher
editor@southwestgaffers.org.uk

Committee Members: Mike Forwood, Tim Price, Paul Jolley, David Bewick, John Gallagher, David Patuck and Rob Brown

Cornwall Representative:
Don Garman
cornwall@southwestgaffers.org.uk

Website Organiser: David Bewick

SW Web site: www.oga.org.uk/south-west

OGA Web Site: www.oga.org.uk

The Dog Watch

For the Sea Dogs of Devon and Cornwall

Issue 45

September 2021

Welcome

Compared with the last issue there is plenty to report this time with all our home events up and running. Hopefully, next year the events across the water in France will also be up and going.

The Falmouth Classics proved a huge draw this year with large numbers of boats despite none from abroad. And with little wind for the Parade it was a sight to behold this great fleet of traditional sailing craft with all canvas up. The concurrent G7 conference gave it all an interesting dimension as numerous police filled the town rather than the Sea Shanty revellers.

Helford Rally basked in sun as had the Classics and for me it was the first time of being able to go there. But such was the fascination of the river, the fine company and the smooth organisation I am now a devotee of it.

Plymouth had sunny weather too but the wind was fickle. And fickle again for Fowey Classics. It was my first time of getting to Fowey Classics and again I am going to become a regular of that following the whole friendly, caring, relaxed atmosphere there. The Dittsum Rally is the last event reported here again with variable winds but the relief of getting together after such a time made all our gatherings highly enjoyable for me and I'm sure for most if not all.

After the several reports you can read of the fascinating sleuthing involved in determining the origins of just one of our eclectic collection of SW Gaffers trophies. Then you will read of another trophy that could benefit from some detective work.

You will see that *Mayblossom*, that plucky little boat is up for sail.

Sadly I have ended with the obituary for one of charismatic fellow gaffers, Graham Kerr a real outgoing guy always keen to bring laughter to others.

This is in fact my last Dog Watch as I am stepping down in the hope that an energetic gaffer out there will pick up the baton and go for it. It's been fun preparing our newsletters and I feel we do need to keep them coming.

Ed John G

Next Meeting

Brixham Heritage Rally

Sept 25th

Looking down from the Rigging

Mike Forwood

I was casting my mind back to when I first read John Gallagher's Dog Watches and it must be many years ago and at four copies a year that has to be dozens of issues and probably more. It has really put the South West gaffers on the map of this wonderful national organisation that binds together sailors who want to keep our sailing heritage alive and prospering. I might be wrong but there is no other branch of the gaffers that has such a flourishing broadsheet.

And it has proved it's worth over and over again. We are gaining more members each year and I believe that in the past twelve months, one of the most difficult years in recent times, our membership has grown considerably and David Patuck must be congratulated for the fulsome introductory letters he sends making sure that all new members are welcomed and given full account of all our activities including the latest Dog Watch.

Thanks too, of course, to Tim Price, who has very effectively taken over the reins from David Bewick and thrust the committee into zoom meetings, not the most satisfactory way of holding a meeting but necessary in the circumstances. I have just heard that he has taken delivery of a new boat that arrived on a trailer as a project. It is a Maurice Griffiths designed gaffer after *Lone Gull*, carvel planked and built in 1949. What with that and his vast vegetable garden he will have a busy year - or will it be several.

Rob Brown continues to explore arrangements for hosting the visiting OGA 60 fleet due to come to Plymouth in 2123. The social side of the South West Gaffers is ever more active with a programme away from the water, which hopefully will not be affected by a winter of covid. We should be able to look forward to a trouble free season next year.

But what of this year. My sailing was cut short due to straining my wrists as a result of some trawler ditching its gear in St. Mawes harbour to entangle my anchor and no it wasn't a power cable, the lights there did stay on. But sailing for others appears to have almost normalised but for those ventures across the Channel. However, David and Julie Patuck in *Susan J* did get to Guernsey and I believe some made it to the Scillies whilst most went up and down the coast

Falmouth and the Helford River were blessed with glorious weather and much of the success there was due to the efforts of Don Garman. Plymouth went very

smoothly, but with some lessons to be learned and Fowey and Dittisham were well attended. The last event on the water is Brixham and with some luck we will be into an Indian summer and many gaffers will be tempted round Devon's Cape Horn. The fish pie supper at the yacht club is not to be missed.

Finally, a big thank you to John for keeping us so well entertained over the years. He will be a hard act to follow.

The Winter's events

Tim Price

Future events planned for the SW Gaffers include a pub lunch and guided tour of Charlestown in October.

The Laying Up Lunch and AGM will be on 13 Nov at the Royal Western Yacht Club and later a couple of Zoom talks are planned during the darker evenings.

A further pub lunch is being organised in Feb.

Details of all these will be promulgated to you all once confirmed.

From Mike's deliberations you will have gathered that we will be looking for a new editor for the Dog Watch.

If you would like to take on this role please contact me. John has said he would be pleased to talk over what's involved and how he approached it with anyone interested.

Keeping in contact

David Bewick is our website master and you will find details of all our events there by inputting "south west gaffers" on your device.

He endeavours to get the most recent news to you but if you have any news or articles of interest to others please do let us have them.

Contacts for all committee members are shown on the front page of Dog Watch.

Ed

Recent Events

Falmouth Classics 11th—13th June

Don Garman

Vice Chair Falmouth Classics Association

Despite the challenges the 34th Falmouth Classics from 11-13 June was a great success.

A fleet of 153 heritage and classic vessels and their 500 crew were not deterred from participating by the pandemic nor the heightened security in Falmouth owing to the G7. A forest of masts were to be seen in Falmouth Haven and the 100 boats entered for racing filled the Carrick Roads on Friday and Saturday. The spectacular parade on Sunday illustrated Falmouth's rich maritime history with participating boats dating from 1881 to 2018. More than 40 of the fleet were built before 1950.

The organisers were overwhelmed with the response by many loyal and new participants. Boats came from as far afield as the Thames and Milford Haven. Several were new to the Classics such as *Cynthia* (1910) and *Ayesha* (1922). The initial January estimate of perhaps 80 boats was far exceeded.

Arrival on Thursday was frustrated by a dense sea fog to the east, although many arrived in the early and late evening with their last port being Fowey. A cloudy Friday turned out to be dry and provided south westerly and westerly winds up to Force 4 which provided competitive sailing. Saturday also provided good competition on the water for all eleven classes. The northerly wind failed as classes started to race and was replaced with a southerly. Later the northerly winds returned and increased in strength providing all boats with yet another enjoyable race.

Sunday dawned with a very light easterly wind but with wall to wall blue sky. As the two Royal Navy Scimitar Patrol boats set off around the parade course the wind increased sufficiently for all boats to sail. The pretty *Anny* of Charlestown, a 1930s topsail schooner, followed with two square sails set on her forward mast. To mark the 150th anniversary of the headline sponsor, the Falmouth Harbour Commissioners.



Views of the Parade of Sail from Susan J

photos : David Patuck



The above shows just a small part of the forest of masts. Whilst dressed overall many boats also flew concerned protest flags for the benefit of the G7 media crews. The inset shows a close up of one of the popular ones.

photos : John Gallagher

both pilot boats *LK Mitchell* and *Arrow* led a flotilla of nine sailing boats and a gig to reflect the ports maritime past. The group included four pilot cutters, *Marian* dating from 1889, *Marguerite* 1893, *Mascotte* 1904 and *Agnes* 2003. Others included *Barnabas*, a St Ives fishing lugger launched, in 1881, two Falmouth working boats built in the late 19th century - *Victory* 1882 and *George Glasson* 1898, *Curlew* a 1912 Falmouth Quay Punt and *Cynthia* a gentlemen's yacht built in Falmouth in 1910 and possibly making her first return since 1927 *Penarrow* a Flushing and Mylor gig.

The parade was watched by 30 guests aboard a centenarian passenger excursion boat *MV Princessa*. Guests included the Chairman of Cornwall Council, the Mayor of Falmouth, the Deputy Lieutenant, sponsors and local sailing club commodores. The guests nominated prize winners in five categories to win bottles of champagne. Spectators were all around and from the water, Pendennis Point seemed to be filled with people watching the event.

Shore side activity reflected the demands of Covid regulations. A virtual briefing was provided for participants, the Thursday and Friday receptions were modified and refreshments were delivered to boats to ensure there were no gatherings of over 30. To provide crews with music in the absence of the Falmouth International Shanty Festival, Bryher's Boys proved popular on Thursday evening and the music of Hardiesse Harmonies was enjoyed on both Friday evening and Saturday afternoon. Whilst on Saturday evening jazz duo Jumping



Racing on Friday in a brisk westerly photo: Vi+Amin, Cornwall from Classics website



Racing on Saturday before the winds photo: Vi+Amin, Cornwall from Classics website



Whilst Extinction Rebellion protesters paraded in the streets more tranquil protests were to be found on the water. photo: John Gallagher

Out provided toe tapping music for two hours. Prize giving was limited to overall first and second winners and took place in the open air on Custom House Quay on Sunday afternoon. Prizes and trophies were presented by Carrie Gilmore, Chair of the Falmouth Harbour Commissioners.

The organisers look forward to a more normal event next year from 17 -19 June 2022.

Helford Rally 14th—15th June

Don Garman

The good weather experienced during the Falmouth Classics continued to the benefit of the twelve visiting boats that joined the four Helford based vessels.

Tremayne Quay was chosen for the Monday evening BBQ. A little different this year owing to Covid - being restricted to just 30 folk and apart from the BBQs completely DIY – no salads and desserts provided by Pauline this year! Unfortunately, the clouds appeared and blotted out the sun for a while but it reappeared just before sunset.



Don receiving his prize from Patrick

Tuesday dawned sunny with a clear blue sky and a forecast of light winds probably from the south east. The start between the Committee boat off Durgan and the Voose Cardinal mark favoured a pin end start on starboard giving a good leg to the north east before tacking. *Mary Ritchie* got away on the gun and put some distance between herself and the other nine vessels. Gaps began to close a little as boats progressed towards the Gweek Boatyard Buoy off Nare Point. *Pippin* was certainly closing on *Mary Ritchie* but the reach into Falmouth Bay to Meudon Hotel mark saw *Mary Ritchie* stretch out her lead again. Rounding the mark *Pippin* got her cruising shute sorted and began to make up some ground. Looking at the placing and position of the 24' and under vessels the race officer decided to shorten their course, whilst the larger craft were to round central and tack back to Gweek Classic Boatyard and then finish. *Mary Ritchie* continued to lead but *Susan J* overhauled *Capraia* and was beginning to close the gap on *Mary Ritchie* which was to cross the line first. All ten boats completed the course and crews all seemed to have enjoyed the race. At 18.00 crews began to make their way to Port Navas Creek to the Yacht Club. Patrick



Vic Love leaving the reception in his own way . I should add "not to be recommended for the ordinary mortal"

Vyvyan-Robinson, the National OGA President, was welcomed to the rally and presented the prizes. An excellent dinner for 31 followed with some inside the club and others in the recently covered area outside decorated with bunting specially put up for South West Gaffers by owner Tom.

Thanks must go to Alan Braybrook and Bruce Robinson who brought their boats from Penryn to act as committee and safety craft. Both are NCI Nare Point Watchkeepers.



After the reception and back on the moorings the sun set with an impressive warm glow. Minx is in the foreground.

photos: John Gallagher

Plymouth Festival of Sail 28th—30th June

John Gallagher

A total of 21 boats were booked to come but a couple were unable to attend. Many had already been to Falmouth and Helford gatherings and meeting up again rafted together in QAB proved a very sociable event with much chatter and the occasional drink ! The covid restrictions inside the Royal Western YC bar area that evening were a little challenging but folk were clearly enjoying the atmosphere. Rob Brown, our event organiser welcomed all including Patrick Vyvyan-Robinson, OGA President and Colin Stroud, Secretary .Rob explained the next days race plans while expressing some concern that we would have little wind.

The weather had been kind although when it was time for the race scheduled for the day, the wind was an absentee. However, a little later a very gentle zephyr appeared sufficient to fill *Roxanne's* brand new topsail then it gathered a little more gusto sufficient to fill the other sails and have us all moving quite swiftly at times especially the magnificent *Cynthia*. To further excite the crews a lively pod of dolphins came to see us all going around several of the boats. And a good sail seemed to be had by all during the afternoon.



*Glassy water before the start. L to R Cariad, Annabelle and Roxanne
photo : Mike Garlick*

However, a small fleet of boats did the trip finding a good breeze and sunshine. We had a fine sail across and on dropping sail as we entered the Yealm, we met *Susan J* leaving as there was no space at the designated pontoon. Disappointing news indeed but we carried on only to find *Roxanne* and *Capria* also leaving. At the pontoon we found *Annabelle*, *Carriad* and *Minx* on the shallower inside of the pontoon. We tied up *Periwinkle* against *Minx* for a lively social chatter and a drink and we spotted a small notice saying "reserved ". On the outside there were a couple of power boats and white sail boats. No space for us. The best laid plans *can oft gang awry...*

An unfortunate hiccup for what had been an enjoyable few days. But we later heard the three larger boats had rafted up in Cawsand bay for the night.

Peter Lucas received the Dartmouth Deadeye-1st class one, Dittisham Bottle and Commodore's Burgee -1st overall thus Commodore for the year, Bernard Gibson Memorial Trophy—combined oldest age of boat & skipper, which he had originally made, all from Mike Forwood with Mike Garlick at hand.



*Outside dining at Chandlers Bar
photos : above and across John Gallagher*

The meal and prize giving that evening was a lively, jolly affair. Mike Garlick had a broad smile as more and more prizes were given out so diminishing the hoard which had been stored in his house.

A sail in company to Newton Ferrers had been organised for our last day. A number of boats had to forgo this whilst they made their way back home.





Cynthia overtakes the Class 3 boats and laps the fleet followed by : Heron, Pipin and Gimili and Thetis



From left : Gimili and Thetis with Pipin taking the lead to win Class 3

above photos : Mike Garlick

Paul and Penny Jolley prepared a quiz for the fleet sailing in company to Newton Ferrers and there was a tie initially between the crews of *Periwinkle* and *Susan J*.

The tie breaker question was what is the origin of the nautical term “a balls up”? First to respond with the correct answer was the crew of *Susan J*.

“A balls up” is when a vessel runs aground and three black balls are hoisted. Patrick, our OGA President presented David and Julie Patuck with the prize bottle of rum during Fowey Classics at Fowey Gallants Sailing Club.



Photo : Paul Jolley

Fowey Classics 27th—30th July

Don Garman

The ease of arrival at the 28th Fowey Classics on Tuesday 27th depended on whether vessels were starting from an up-wind or downwind location. The three Helford based boats, *May Blossom*, *Susan J* and *Mary Ritchie*, had a fast sail to Fowey making good use of the WNW. Those sailing from Dartmouth and Plymouth struggled against the wind and very lumpy uncomfortable sea.



Two good sized pontoons were reserved for the Classic's boat entrants

Most reported motor sailing in order to maintain speed. The last arrival *Periwinkle* just made it in time to gain a free welcome drink and the excellent meal provided by Denaros in Fowey Gallants Sailing club.

The OGA was very well represented in the 22 entries with 10 members' boats, including the OGA President, Patrick, who has popped up around the south west frequently over the last two months or so.

Karen Toms and her organising team were to be challenged by the weather but their willingness to be flexible ensured the planned events just happened but in a different order. The strong winds forecast for Wednesday meant racing replaced with the treasure hunt. Crews had to plan their routes with many clues which seemed to be on shore before taking to the water in tenders. Clues took crews upriver to the China Clay quays where ladders on the piles needed to be counted. The clue about Amazon proved a challenge but some realised it was Prime Cellars just across from the Classics pontoon. Bonus points were available for collection of specified items and photographs. Poppy, a four legged crew member on board lugger *Our Boys*, stole the show for the bonus photograph sporting a sponsors Mainbrace Rum T shirt. OGA members were well represented in the winning line up with *Susan J* and *Mary Ritchies'* joint

effort gaining third and *Minx* first.

Thursday promised light winds from the WNW before storm Evert approached. So the parade of sail got underway at noon. At 14.00 Class 1 large gaffers, gathered around the start line in the harbour for race 1. *Cynthia*, *Our Boys* and *Mary Ritchie* were out of the harbour mouth first, where they found slightly more wind, followed by *Capria* and *Susan J*. *Cynthia* led the way out of the harbour with *Mary Ritchie* following in close company with *Our Boys*. *Capraia*, with a local helm on board overhauled, *Mary Ritchie* whilst *Susan J* was down wind of the leading vessels. *Cynthia* meanwhile was sailing in the vicinity of the Gribbin. The Race Officer concerned they would not have any finishing boats in the light airs changed the course and shortened it. *Cynthia* closest to the new line finished first.

Meanwhile Class 2 small gaffers had started in the harbour and raced to the finish line outside. Local boat *Wonder* led followed by the 1912 Teignmouth built yawl *White Cloud*. The Bermudan class managed to complete a longer course benefitting from the increasing wind and were disappointed only to have only the one lap!

On return to the Classics pontoon crews made ready for Storm Evert, several rafting up on the inside of the pontoon. Fenders and mooring lines were increased. There was some partying on board boats rather than going ashore in the rain and increasing wind. Until well after 01.00 boats pitched and rolled alongside with skippers checking moorings. Many slept fitfully as the 60 knot winds blew through the harbour entrance, A change in wind direction to the west brought relative peace and quiet and crews slept.



The Parade of Sail in the lightest airs resulted in a slow motion dance around the harbour. Note the three local Axe OD dinghies in the centre.
photos : John

At a late morning briefing crews were informed of an afternoon race – followed by silence! Asked who might race a few hands were raised. It seemed there might be five or six boats. Three gaffers turned up on the line for the start – *Capraia* and *Mary Ritchie* with a single reef and *Susan J* with no reef. The wind despite being force 5 and gusting 6 was very fluky on the start line but *Capraia* got away first with *Susan J* and *Mary Ritchie* following. Rounding the first mark *Capraia* and *Susan J* sheeted in and began the beat to mark H under the Gribbiin. *Mary Ritchie* gybed round the mark and struggled to get her main in tight enough for the windward leg and was sailing below the other two. But with a move inshore and a further two tacks she was behind *Capraia* but with *Susan J* to leeward of the mark and tacking onto port. By Mark D *Mary Ritchie* was closing on *Capraia*. Both boats gybed around mark E with *Mary Ritchie* to leeward of *Capraia*. Despite being in the lee, she overhauled *Capraia* and pointed above her fellow competitor. She rounded H well in the lead of the two larger vessels and broad reached to mark D. *Susan J* and *Capraia* were now sailing close together and in the chase. As the finish line in the harbour entrance was approached the wind became very fluky. *Mary Ritchie* held her position to win



Slow motion movement of boats out of harbour at the start of the racing



With gathering winds Our Boys with Susan J and Mary Richie are sailing well



the Trafalgar Cup whilst *Susan J* edged past *Capraia* into second place.

Prize giving that evening was followed by an excellent tapas meal provided the Fowey Gallants Sailing Club.

Despite the challenge of the wind, particularly on Thursday night, the event proved very enjoyable and very sociable. Karen Toms and her team and Fowey Gallants are due a big thank for their splendid efforts.

Above left: The array of trophies being presented with Peter Lucas receiving his

Across : David and Julie Patuck and crew proudly receiving the Wee Wellies Trophy for the best dressed ship

All photos here by courtesy of the Fowey Classics '21 website , www.foweyclassics.com



River Dart Rally 2021

Carolyn & Gil Hayward

Because of the pandemic there was no rally in 2020 and 2021 looked in danger when 'Ditsum Regatta' was cancelled in July.

Whilst there were none of the usual 'Rowing Races', 'Parade of Sail' or stalls on the Quay, Dittisham Sailing Club agreed to run a 'Not the Ditsum Regatta' Gaffer Race for us alongside their normal Regatta Races on 14th August, so at least the sailors kept the 'Ditsum Regatta' tradition going in 2021.

This was the sixth 'River Dart Rally', which is South West Gaffers' main 'Small Boats' event. Whether it was concern over the pandemic or reports of gridlock in the South West, only two trailer sailers (from Newton Ferrers and Teignmouth) turned up this year. Sadly, one of the regulars, Malcolm Goram (*Mallard*) had to cancel at the last minute as he was 'isolating'. Indeed, local boat, *Mary Hay* nearly didn't make it as she was holed above the waterline on her mooring by an out of control 'Laser' dinghy sailed by 2 enthusiastic teenagers, just a few hours before the rally was due to start. One of the advantages of a ply epoxy boat is that a ply patch can be quickly affixed to make the boat watertight and avoid an early end to the sailing season. It was of course, Friday 13th... There was a good turnout for the Friday evening

river so borrowed *Dart* the local Gaffling 4.1 for the Saturday Gaffer Race. As his crew couldn't make it he was single handed, sailing a strange boat in gusty conditions. So, after a spectacular capsize on the start line, Patrick skillfully righted her without even getting a dunking! Although she shipped rather a lot of water he valiantly sailed on. However, bailing her out took some time, so Patrick had some catching up to do with the rest of the fleet. The fact that he finished 4th was a creditable performance and the *Dart* may well have been first for the second year running without the mishap at the start.



Patrick in *Dart* struggling to catch up with the fleet with *Mary Hay* well ahead
Photo : Kevin Gilbraith



Happy sailors

photo : Penny Jolley

Drinks Party and we were pleased to welcome the OGA President, Patrick Vyvyan-Robinson.

Patrick picked up a visitors buoy off Dittisham for his Heard 28, *Capraia*. He felt she was too big to race up the

Organising events dependent upon the weather is always a challenge in England. At least in 2021, the Gaffer Race started on schedule with 7 boats (the 8th, *Cadenza*, a Shrimper 19 only turned up half way through the race). The course involved a triangular course with a short beat to the windward mark and most of the fleet managing 4 laps in the moderate breeze, gusty at the start but tailing off towards the end of the race. *Mary Hay*, a Kite Class gaffer designed by Andrew Wolstenholme, took line honours but finished 3rd on handicap. David Bewick in *Aberrare*, his Francois Vivier designed Aber class dinghy, won the John Wynn Trophy and Jon Dykes in *Andouillette* (a 'Morbic 12'), another Francois Vivier design, won the OGA Grog Trophy. She had been built to a very high standard by Jon as his 'Lockdown' project. Two Cornish Crabbers *Mischief* (Crabber 22) and *Vagrant Gypsy* (Crabber 26) brought up the rear but definitely added to the magic of a fleet of gaffers.

The plan was to have informal sailing up river on Sunday with a pint at 'The Malsters' up Bow Creek. The usual cream tea at The River Shack in Stoke Gabriel was not possible due to the early time of high water this year. Gusts of 20kts+ initially kept the Morbic 12 in the Dittisham reach but she made 'The Malsters' under power. Patrick jumped ship to *Mary Hay* and was shown the higher reaches of the Dart at Sharpham. The Vineyard and Café are due to be relocated to the east bank of the Dart in 2022.

Returning to Bow Creek, most of the fleet were seen to be coming back downstream, so had either managed an incredibly quick pint or more likely decided it was impossible to moor up given the flotilla of ribs and dinghies making their way upstream towards 'The Malsters' – after all, it was a Sunday lunchtime in August. A brisk sail downstream back to Dittisham enabled dinghies to be recovered whilst the tide was favourable. Some even had time for a pint at the Ferry Boat Inn.

Whilst we can't control the weather, the River Dart Rally always ensures the fleet is well fed and watered. Cask beer is popular at the Friday evening Drinks Party. Penny Jolley provided a splendid crew supper in the DSC Clubroom on Saturday evening. Max, the 'Young Gaffer' crewing on the Cornish Crabber 22 *Mischief*, showed great potential for the hard pressed hospitality sector by waiting on table. On Sunday morning, The Red Lion produced 15 cooked breakfasts on the dot of 0900 knowing that we had to make best use of the tide to take us up river.

We were pleased to welcome *Flirt*, a Yealm Crabber owned by a new member, Mark Turner. She was 1st in the Photo Competition 2020 (see Gaffers Log P48 Spring 2021) but looks really splendid under sail in a breeze. With a bit more tuning, on the right course she will show her heels to many. But then there is that handicap to reform.....!

Hoping to see more 'Small Boats' return to the River Dart Rally in 2022.

Photos : by Kevin Gilbraith,



from left : Flirt, Andoulette and Mischief



from left : Flirt and Aberrare



from left : Vagrant Gypsy , Dart in centre and Mary Hay to right

History of the Dead Eye trophy finally revealed !

John Crellin

In the last Dogwatch in June, Mike Garlick raised the question of the provenance of The Dartmouth Deadeye Trophy. As I had been the proud winner of it, I had from time to time wondered just where it had come from - local yacht or fishing trawler perhaps ?

The limited information available to Mike was that it had come from a schooner - the *Invamore* (sic) which had been lying abandoned on the Dart in Old Mill Creek for many years. This jogged a distant memory of mine from many years back, however the name *Invamore* did not seem to sit quite right and after a couple of tries with alternative spelling Google came up with the 3 masted motor schooner *Invermore* on the Tyrrells of Arklow website.

Built of wood and completed in 1921, just 100 years ago she had the distinction of being the last trading schooner built in these Isles in the traditional era. A very practical vessel, not for her numerous jibs, long overhangs or topsails either square or gaff.

She was 98 ft overall, straight stemmed with a rounded canoe stern and set a working staysail to the stemhead, substantial gaff headed sails on the fore and main masts and what appears to be a jib headed mizzen. The 100 hp diesel engine was substantial for the time and no doubt served as rather more than an auxiliary, to such an extent that I have been



unable to find a picture of her under sail. She carried over 200 tons of mainly bulk cargoes (grain, stone, bricks, coal, flour, etc) with a draught of 10ft 6in between Irish and mainland UK ports. She was not only built by the Tyrrells but also specifically for the substantial fleet of small coasters owned by the extended Tyrrell family. During her working life spanning four decades she had just two Masters - both called John Tyrrell !



By the late 1950's these vessels were proving no longer commercially viable, what trade there was required larger motor coasters and the Tyrrell fleet was put up for sale. *Invermore* was bought in July 1960 by person or persons unknown and sailed for Dartmouth with plans for a refit in preparation for a voyage to the Pacific with a crew of young people ! Having arrived safely there appears to be a dearth of information about what then happened to cause her abandonment in the creek. Perhaps scope for the next chapter in the story?

By a bizarre coincidence, also in 1960, her near sister ship the slightly smaller Tyrrell schooner *J T & S* built in 1919 and on passage from Arklow to Cowes for conversion to a Sea Cadet training vessel, caught fire off Start Point. The crew of five were taken off by Torbay Lifeboat on April 29th and she sank in Start Bay.

In putting this together once the spelling had been sorted there was plenty of information available from the various Tyrrell websites and a charming story of her exploits on the Manchester Ship Canal in 1950 on the "coasters remembered" site. Finally I approached an old friend who just happened to have a copy of :

"Irish Sea Schooner Twilight" by Richard J Scott. Black Dwarf Publications 2012. Which proved to be a mine of information.

photos : Irish Sea Schooner Twilight by Richard J Scott

South West Gaffers Trophies - The Charlotte Rhodes Bell

Mike Garlick

This trophy is one which many of you may not have seen, or indeed only briefly, as it is currently on the "reserve" list, stored in the treasure chest. I have tried to bring it to the annual race for the display of trophies but this has not been possible recently at Plymouth.

The topsail schooner *Charlotte Rhodes* featured in the Onedin Line television series in the '70's, most of which was filmed in and around Dartmouth, where Bayards Cove became a Liverpool waterfront and the upper reaches of the Dart The Amazon River!

One of the oldest gaffer's trophies it was presented by the owner, Mac McCrief (sic) and the first name inscribed is that of the famous Laurent Giles cutter, *Dyarchy*, in 1974. The last award was in 2009 to *Muriel*.

The Charlotte Rhodes was sold to Holland and eventually lost in an arson fire, but from her time at Dartmouth there must be many memories and anecdotes stored in the inimitable OGA neurone bank. We look forward to hearing from you.



FOR SALE

MAYBLOSSOM



Mayblossom is a New Blossom Class clinker built Gaff cutter designed by John Leather and built by B Patten, Althorne, Essex in 1973. She measures 19'7" LOD, beam 7' and draught 2'6" and with keel down 4'6".

Sails, mainsail and top sail with furling jib and staysail. She has two berths, head, and gas cooker and echo sounder.

Supplied with two outboard motors, a Tohatsu 9.8 hp and a silver century 5 hp.

She is a very kindly boat and easy to sail single handed. All sheets and reefing lines can be managed from the cockpit making coastal adventures easy.

£2950 Contact Tim 07799311054

Graham John (Cobber) Kerr 21.8.1939 – 20.6.2021



**“Typical Pose with accordion”
Sea Fair Haven Festival (Milford Haven) 2006 on board Mrs Mouse**

I am sure you will all be sad to hear that Graham Kerr (“Cobber”) passed away suddenly on 20th June.

Cobber burst onto the Old Gaffers scene in 2004 when he arrived in Watchet with his newly purchased Oysterman 22 “Mrs Mouse” and joined the Bristol Channel area OGA. He became well known for his accordion playing, bag of instruments and silly hats that were handed out to everyone at every opportunity so they could join in the “fun”! In 2010 he moved the boat down to Plymouth and became part of the Devon/SW gaffers where he joined in all the meetings at Dartmouth, together with the Plymouth Classics and Fowey Classics (where he won a special prize for his joke vegemite sandwich picnic) etc.

Cobber will also be remembered for his many pranks and stories that kept us all entertained. He once phoned a company asking about their products and when he said his name was Graham Kerr was asked “are you really The Galloping Gourmet” (a chef of the same name).

Naturally Cobber played along and said of course he was the real Graham Kerr and as a result a few weeks later received a large box of goodies from the firm with a request to endorse them in his professional capacity...

The funeral was held in Bodmin on the 16th July with the Pause for reflection music being ‘Wooden Hart’ by Elvis Presley, we will always remember this being the often played piece on his accordion, and with the Exit Music – ‘The Wild Rover’ by Foster and Allen, with family and friends joining in, it was an incredibly appropriate send off.

Chris Danby

Graham was one of life’s unforgettable characters who loved company and fun and a good tot. He seemed ageless and would sing and dance with all. A great guy.

Ed . John G

South West Programme of Events 2021

Please be aware that dates may need to be altered so check beforehand

April 6 th	Fitting Out Talk on the Tamar Barge, <i>Lynher of Cremyl</i> by Barbara Bridgman	Zoom talk 12.45 contact: <i>Tim Price</i> secretary@southwestgaffers.org.uk
May 28 th -29 th	Brixham Heritage Sailing Regatta *	contact: <i>Penny Jolley</i> brixhamheritageregatta.uk
June 11 ^h -13 th	Falmouth Classics *	contact: falmouthclassics.org.uk
June 14 ^h -15 ^h	SW Gaffers Helford River Rally with Helford River S.C. & Port Navas Y.C.	contact: <i>Don Garman</i> cornwall@southwestgaffers.org.uk
June 28 ^h - 30 th	SW Gaffers Festival of Sail Queen Anne's Battery, Plymouth	contact: <i>Rob Brown</i> robbrown@southwestgaffers.org.uk
July 27 ^h -30 st	Fowey Classics *	contact: www.foweyclassics.com
Aug13 ^h -15 th	Dittisham Rally *	contact: <i>Gil Hayward</i> gilbert.hayward@btinternet.com
Sept 25 th	Brixham Heritage Rally *	contact: <i>Penny Jolley</i> brixhamheritageregatta.uk
Nov 13 th	Laying up lunch and AGM Royal Western YC, Plymouth	contact: <i>Tim Price</i>

**** events not organised by South West Gaffers but fully supported by us.***