

## South West Gaffers

Promoting Gaff Rig Sailing in the

South West Branch of the



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# The Dog Watch

For the Sea Dogs of the South West

Issue 52

September '23

## Welcome

*Sadly this will be my last issue of Dog Watch in the hope that we will have other volunteers to take the strain. I am now in my ninth year as Editor but for most of the time it has been very interesting, rewarding and good fun.*

*In this issue I have regaled you with the intrepid voyage of one of our members in sailing the route to 'The North West Passage'*

*Will Stirling, boatbuilder at Number One Yard, Devonport both designed and built his 43' Gentlemans Cutter 'Integrity' in a farm barn in Bere Ferrers before moving to the Yard. He has sailed her in Artic waters around the coasts of Norway and the many islands and to Iceland for quite a number of years. For this special trip he has written a colourful account of his ongoing venture which Sara, his wife has put together and posted on their facebook pages at : [www.stirlingandson.co.uk](http://www.stirlingandson.co.uk).*

*There is much more on their site which is well worth looking at including the current renovation of Brixham trawler Vigilance. Do have a look.*

*The rest of the issue is taken up with reports of the various events since our June issue.*

*We are very fortunate to have so many new members this year which is particularly encouraging as we do need 'new blood' or rather new volunteers to help keep SW Gaffers going.*

*Do remember this is your newsletter so if you have boaty tales which you think may be of interest to others do send them in.*

*Wishing you all the best for the rest of the season.*

Ed John G

**Our next event is**  
**Brixham Heritage Rally**  
**16th Sept**

## A note from the Secretary

Well, May and early June suggested that we would be in for a fine summer in spite of the Easterlies but then what happened to the sunshine? Despite all of that we have yet again been blessed with some great sailing.

The RBC 60 continued on around the country in, sometimes difficult, but not threatening weather until they reached Ipswich and had to face storm Antoni which was the worst storm in 30 years. It did put a real dampener on sailing events but the socialising made up for it. Well done to David and Julie Patuck and also Barbara Runnalls for making it to the finish and we wish them safe speed home.

The weather was very kind to the Helford Rally where we welcomed two East Coast members and also a new SWG member (Don Thompson and crew) from the Channel Islands. The Helford has also become the mooring for the last Heard 28 to be built, *Agapanthus* and we were joined by Les Aldous (East Coast) and his wife Sandra for the prizegiving supper.

On the back of the success of the RBC 60 arrangements at Sutton Harbour in May, the Plymouth Festival was rescheduled to berth at Sutton Harbour in July. The weather was slightly less kind than in June and was beset by a veering squall five minutes before the race start. It then settled down and gave us steady, if damp, conditions for the racing. There were a total of 14 boats at the event of which only 10 raced. The smaller class of boats saw a number of new entrants and new members and 1<sup>st</sup> and 2<sup>nd</sup> place were taken by new members.

In the New Year we are very likely to lose the southwest-gaffers.org.uk mailboxes. Our current domain and mailbox provider has hiked the prices and so we will probably use the OGA to provide for us at no cost. A final decision and guidance will be provided later in the year.

We are still looking for additional volunteers to fill pretty much all the roles on the committee. We could rotate some of the roles within the current committee but ideally need new volunteers to bring fresh ideas to the organisation. We currently run three main events throughout the year; Helford Rally, Plymouth Festival and the River Dart Rally. We need local members to take on each of these. I will continue to organise Helford unless anyone wants to take it on but need volunteers for the others. Additionally I know that some of you organise local "pop up" events and if you need help in publicity or organisation we are more than willing to assist.

I stated a year ago that I would not stand for re-election as secretary: This actually means that I will stop doing it after the AGM. I will continue to assist the committee and provide guidance to a future secretary but we do need volunteers to take us forward.

*Tim Price*

## **Alan Miler Williams a long serving member of the committee has recently died.**

The following notification was received from his good friends Peter Crook and Elspeth Macfarlane.

'We have heard from Pat Cassidy that Alan Miller Williams sadly died in June. His cremation was held on 26th June and there will be a memorial service later in the year.

As many of you will know Alan was a long-standing member of Devon and South West Gaffers and was to be seen at most of our events on (in his Shrimper *Old Dan*) and off the water. He continued sailing into his nineties, often with Pat Cassidy as crew, but 'retired' not long after he fell off *Old Dan* from her mooring in Dittisham and had to swim ashore.

He served on minesweepers in the North Atlantic during World War II. He was the architect who designed the Royal Western Yacht Club. For many years he looked after his ill wife until she sadly died. '

For those of us on the committee with him over the many years Alan was always a lovely charming man. He usually wore a smile on his face and had a great sense of humour which often came through with the many fascinating tales he would tell of his times .

*Ed John G*

### Falmouth Classics 16 – 18<sup>th</sup> June

*Don Garman*

Blues skies and sun welcomed the 90 vessels arriving in the port on Thursday 15<sup>th</sup> to participate in the Atkins Ferrie Wealth Management Falmouth Classics. Craft arrived by sea from France, the Essex Coast, the Thames, Northern Ireland, the Channel Islands, Solent and other parts of the West Country and joined local boats from the Fal, Truro River and the Helford. With 206 entries, numbers returned to pre Covid levels. Volunteers, with the support of Falmouth Haven staff worked hard on Thursday to berth 68 boats from 4- 16 metres on the Haven and larger craft in Port Pendennis Marina and on moorings. The home ports of many of the vessels reflected the location where they had been built with the exception of Scotland, Denmark. Malaya and Norway.

The event attracted a brig, ex fishing luggers, crabbers, a post boat used in Scilly, oyster dredgers, gaff and Bermudan cruisers, Bermudan rigged racers and gigs. A new introduction was a fleet of steam boats including the National Maritime Museum of Cornwall's steam launch Emma. Thirty percent of the entrants were built before 1950 and the oldest participant was the St Ives Pilchard Driver Barnabas (1881), with the Gorran Haven Crabber, Ellen and the Falmouth Working Boat Victory just a year younger. Ellen and Barnabas are both owned by the Cornish Maritime Trust which entered three of its four vessels.

The OGA was well represented in the gaff classes up to 40'. Not surprisingly there were a good number of boats registered with South West Gaffers but also members from the Solent, Channel Islands and East Coast

Racing on Friday and Saturday was challenging for both the Race Committee and participants owing to the fickleness of the wind in both direction and speed. The Teamac sponsored race on Saturday attracted 103 entrants including Falmouth Working Boats.

The best placed OGA boats were Dirty Girty, second in K



*Danish built Brig Phoenix photo: Nigel Sharp*

Class, Wild Goose, second in class G (both from the Essex Rivers), Solwelu third in class G and Gelveynek and Proteus, first and second in Class J.

Crews enjoyed two shore side receptions, one hosted by Dynamite Valley Brewery on Falmouth Haven and another by the Fal River Distillery in the National Maritime Museum Cornwall. They also had the opportunity to enjoy the 79 groups participating in the Shanty Festival.

The rowing and sculling competition held at the Royal Cornwall Yacht Club attracted a good number of participants including crews from patrol vessels HMS Blazer and HMS Ranger and a crew member from one of the French boats. Unfortunately, the skills of the Falmouth and local entrants were too well honed.

The Sunday morning parade of sail and power was led by the two Royal Navy Patrol Vessels. Both crews were attired in fancy dress. The guests watching the parade aboard Fal River's M.V. Moyanna chose HMS Blazer crew as the best dressed pirates. The sailing craft were led by the brig Phoenix which looked splendid as she sailed down the St Mawes side of the Fal with her square sails filled.



*Phoenix leading the parade of sail boats*

*photo; Rae Bullough*



*Some of the many boats in the parade which viewed from a distance made an impressive spectacle*

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The public ashore were rewarded with a second on the water spectacle when the Heather and Lay Steam and Small Boat parade got underway in the inner harbour. Sailing boats 20' and under were joined by nine steam boats, their brass shining, that puffed and hooted their way around the course. The oldest steam boat dated back to 1899 whilst the oldest craft under sail was built in 1882 at Gorran Haven.

Vice Chairman Don Garman said "The 2023 event was a veritable spectacle on the water. The crews enjoyed sailing and parading on the Fal and in Falmouth Bay and onshore the opportunities provided by both the Classics organisers and the Shanty Festival were excellent. The fifty plus volunteers worked very hard to ensure the event ran smoothly and I would like to thank our generous sponsors and advertisers for their valued support".



*One of the nine steam boats getting ready for the parade*

*Photo : Nigel Sharp*

Next year's Falmouth Classics will once again coincide with the Falmouth International Shanty Festival from 14 - 16 June with boats arriving on the 13<sup>th</sup>.

# The Helford Rally 20 -21 June

*Tim Price*

The Helford Rally traditionally follows straight on from the always popular Falmouth Classics and this year we were blessed with a fine and warm June. Depending on the state of the tides there are always a number of options for the welcoming barbecue and also the venue for the prizegiving supper. This year the barbecue was held at Tremayne Quay which hosted 30 members to the “bring your own meat” barbecue. The SW Gaffers provided the salads and the puddings made by Pauline Garman and Don Garman facilitated the event by



*Don Garman in action*

bringing the barbecues with him in his launch.

We welcomed two intrepid small boat owners; Julian Eley from Solent Gaffers but living in Bristol and Peter and Sarah Elliston from the South Coast Gaffers. We also welcomed Don Thompson from the Channel Islands who was overawed by the beauty of Tremayne Quay (here seen through the masts of Julian’s Bass boat).

The rationale for the event is to hold a sailing rally. Albeit we had 15 boats at the event, only 10 boats entered the racing in two classes. There were six boats in



*The view from Tremayne Quay*

*photo Julian Eley*

the 12 – 22’ class and a further four in the 22 – 32’ class. Unfortunately the Buddens in their new boat *Black Goose* were not able to enter because their lifting keel was stuck in the raised position. The day started out fine with light winds from SSE strengthening to F3 gusting 4. Class 1 raced out to Nare Point and Maenporth and back whilst class two completed three circuits out to St Dennis and back through the Estuary. Amazingly the lead boats from both classes came in within two minutes of each other – couldn’t have arranged it better even if I had tried.

The prizegiving supper was held at the Helford River Sailing Club and prizes awarded by their Commodore Chris Hosken. 1<sup>st</sup> prize in Class 1 was to Don Thompson in *Foxhound* and Pauline Garman in *Mary Ritchie* was second. In Class 1 the 1<sup>st</sup> prize went to Julian Wolfram in *Zoe* and Peter and Sarah Elliston in *Papa Little* were a close fought second. The meal, yet again, was quite excellent and we must thank the Club for hosting an excellent evening.



*Don Thompson*

*photo Steve Lorraine*



*Julian Wolfram*

*photo Steve Lorraine*

## Plymouth Festival of Sail, 23rd-24th July, Sutton Harbour

*John Gallagher*

Sutton Harbour kindly let us use their facilities at Guys Quay again. However this time there was a charge but it was only at half the usual rates. Boats all mustered on the Sunday and we went along to the Old Custom House for drinks and our evening meal which was a very sociable event indeed and the food was good.

Next morning we had the race briefing on the pontoon around which all the 14 boats were accommodated.

There was a fine breeze for the start of the race but then some fairly strong gusts had us all well over and we were really flying. However not all of us went for the second lap around the course as the winds started to get a little stronger. But at the end the general feeling was that it was really fun and most invigorating. However, it was great to get back and have a cuppa or for many down a well earned pint !

Our evening meal with the prizegiving was in the Blues Bar and Grill which proved very convenient and agreeable and again the food was good. There was a useful raised area for the prizegiving and the winners of classes two and three were both new members.



*Paul Musgrove with his prize*

The winner of class one was Cynthia. But she also had the fastest time of all and the award for the best presented boat.



*Peter Lucas receiving his many prizes*



*Andy Mcharg and prize*

# Fowey Classics 25—28th July

*John Gallagher*

This is the 30th year of Fowey classics and our Plymouth Festival of Sail event date was changed so that it would be a feeder event for Fowey. So, South West Gaffers boats swelled the numbers there appreciably .

The boat numbers were also enhanced by skiffs and gigs from the Thames and from Holland. For our first evening we were wined and dined at the Royal Fowey Yacht Club with a Welcome Reception with a talk from one of the sponsors. Mainbrace Rum were also sponsors providing tasty samples too.

Day two we had a race briefing for a race in the Bay. But the start was inside the harbour entrance and with the weather not too good many of us battled to get out as the strong swell was knocking us back. But once out the sea flattened somewhat and the wind became a bit flakey. However the larger boats seemed to be going well.

Before our evening meal at the Gallants we had a talk on Thames skiffs by a great enthusiast who had restored one of them. Then the meal which as ever was excellent.

On the Thursday the weather was poor and it became walk about town day. For some there was tuition on paella making by one of the Denario's Chefs (providers of the excellent food at the Gallants ! ) That evening paella was on offer at the Gallants but not the DIY ones.

Friday was Parade of sail around the harbour and as you will see from the picture of *Cynthia* there was wind. Then In the afternoon there was racing in the Bay.



*Cynthia in the Parade of Sail*



*Three pontoons were reserved for the Classics' boats*

In the evening there were races for the Troy and Fowey River boat classes. Then it was celebration time with the prize giving supper and music at the Gallants. The music was from a lively local sea shanty band, the 'Press Gang'

It was back home on the Saturday. But as ever Fowey Classics puts on a good mix of activities and is an easy and relaxed gathering with many regular repeat boats coming along.



*The Dutch skiff under way*

*Photos: from the 'Fowey Classics 30th Rally' at [www.foweyclassics.com](http://www.foweyclassics.com)*

### The North West Passage

#### *Will and Sara Stirling*

This year we are sailing *Integrity* from Lunenburg, Nova Scotia to Alaska via Greenland through the North West Passage. A four month voyage.

A week of work in Lunenburg preparing the boat for her journey. Rigging, provisioning, servicing the machinery and stowing all items ready for sea.

With all the gear and provisions on board she is full to the gunwhales. Stuff left, right and centre - or more appropriately port, starboard and midships. No doubt we will soon eat the ship lighter; as they say 90% of a happy crew is good grub.

We sailed on 1st June; the planned departure date. Having covered 120 miles NE from Lunenburg, some out at sea and some through the intricate Nova Scotian channels, we sought shelter from poor weather in a small bay called Fisherman's Harbour. Martyn, a fisherman in Plymouth by trade, procured a pair of lobsters; one at a discount because its claw had fallen off

**13th June:** 300 miles sailed along Nova Scotia, through the Bras D'Or lakes and across Cabot Straight to Newfoundland. Inevitably - it's a boat - a list of snags have risen to the surface so we have made the planned stop in Codroy, Newfoundland to iron those out and plan to sail North again tomorrow.

Last year we weathered the once in a blue moon hurricane in Codroy's sheltered little harbour near the Wreckhouse Mountains. Due to the strength of wind at that time the boat was secured to the quay by her mast and rudder stock. Whilst conditions are much more clement this time, the warmth and generosity of the locals remains the same.

So far conditions at sea have been plenty of fog, rain and cold and windy weather; probably not conditions we should be grumbling about yet.

**25th June:** The southern edge of the Labrador pack ice is in sight. There was a little nudging and wiggling to get through to Cartwright, Labrador. Between the Straight of Belle Isle and Cartwright there are many wonderful small harbours along the island fringed coast which often contain small abandoned outports. At one more industrial site there was a winch made by the same company as our boat hauling winch at the No. 1 Covered Slipway in Plymouth.

The anthracite riddle has been solved. It needs crushing into pebbles so we process 40lb at a time on the quayside with a lump hammer. In order to improve our environment the saloon table has been re-finished and



*Will Stirling with Integrity temporarily immobile*  
photo : [www.stirlingandson.co.uk](http://www.stirlingandson.co.uk)

we've inaugurated it with a roast lunch.

As further progress N on the Labrador coast is forestalled by pack ice we are making our preparations for the 700 nautical mile passage across the Davis Straight to Greenland.

Good progress N along the west coast of Newfoundland this week despite being shore bound by overwhelming hospitality for a day in Neddy's Cove!

The potentially awkward Straight of Belle Isle is astern and Labrador in sight.

It is mid-June. The N wind is biting cold. Yesterday we saw ice in the water and today there are seven large icebergs in view. We are now on the same latitude as Cornwall.

Galley enthusiasm is building as we try to make a dent in the stores. A small concern is that the anthracite is reluctant to ignite in the wood burner without constant and fawning attention. There is 1/4 ton on board. Vital for morale; experiments continue .

**4th July:** Greenland Ahoy! Having departed Cartwright with fuel, water and sandwiches, we retreated South for one day to outflank the Labrador pack ice, anchoring amongst a clutch of offshore islands to await daylight. Leaving Labrador at first light gave us the longest period of day to sail clear of the ice. During the first day we encountered the southern tip of pack ice significantly south of its plotted position and skirted around it. The ice lights were rigged before darkness fell. Some time later we came into an isolated patch of loose ice. There was a swell running making the ice dance in the water. The concentration increased within a few moments and it wasn't clear where to turn in the dark. Just when things looked awkward the ice seemed to dissipate and with great relief we were in clear water again.

As the days passed and we rotated watches on the tiller (two hours on and six hours off), the miles accumulated on the log. Having turned off the gps before departure, navigation was by dead reckoning supported by sextant sights when the sun was visible. Venus and the Moon also helped but as we proceeded north night faded into twilight and then we reached the land of the midnight sun. At times Integrity was accompanied by pilot whales and later blue whales. After six days at sea the fog peeled back to reveal the snowy mountains of Greenland.



*Icebergs galore drone photo by #huuughhhh*

**9th July** Integrity North West Passage 6 Sailing in the mountains! Wildlife this week has included eagles, an arctic fox, an arctic hare and one muskrat (Tim was sold a beaver hat in Labrador but on closer inspection of the label it says muskrat - very soft nonetheless). We have been sailing in fjords and amongst the offshore islands, working our way North and passing the Arctic Circle during the week. With no darkness, sleep patterns are erratic. We have been walking at midnight and had breakfast at 1600. We were accompanied on one walk by persistent and high altitude mosquitoes with sharp teeth. They certainly helped us walk faster. Next stop Disko Bay.

**23rd July** On reaching Disko Bay, Martyn produced a mini disco ball! Ice concentration has increased which has been tricky at times with narrow anchorage entrances and grounded icebergs. One anchorage yielded a crop of mermaid's hair; we played some foot-ball on a surreal astroturf in Godhavn; and Luke led a short climb on a carefully selected berg. The ice was incredibly hard.

**30th July** It was a little bit tricky to reach Illulisat due to the glacier ice in the fjord but with someone aloft and some wiggling we reached the harbour. Illulisat is crew change harbour - thank you very much to Tim, Martyn and Luke for all their imperturbable hard work over the last six weeks and 1,850 nautical miles. It was a really

good team.

With the next team on board we are sailing north around Disko Island - the next settlement will be Upernavik.

**6th August** A wonderful week of incredible views and good company. Led by Kev we clambered up Sanderson's Hope, a mountain headland named in 1587 by John Davis in his search for a North West Passage. The settlement of Upernavik is a few miles north of the headland.

Whilst underway, we used the sun to check the compass at local midnight. Ordinarily this would be done at local noon with the sun due South. As we are sailing North and the sun is above the horizon all the time, we used the sun at due North at midnight. There is a small amount of maths involved because as we sail further north the magnetic variation between the magnetic pole and the geographic pole increases. At present we are approximately 1,000 miles from the North Pole with a magnetic variation of around 30 degrees as we enter the waters of Melville Bay, more commonly known in the past as The North Water.

With the ex-military contingent of the current crew on board one mystery is an unseen crew member named Roger. If any instruction is given, it is by response delegated to Roger and promptly done. But the rest of us

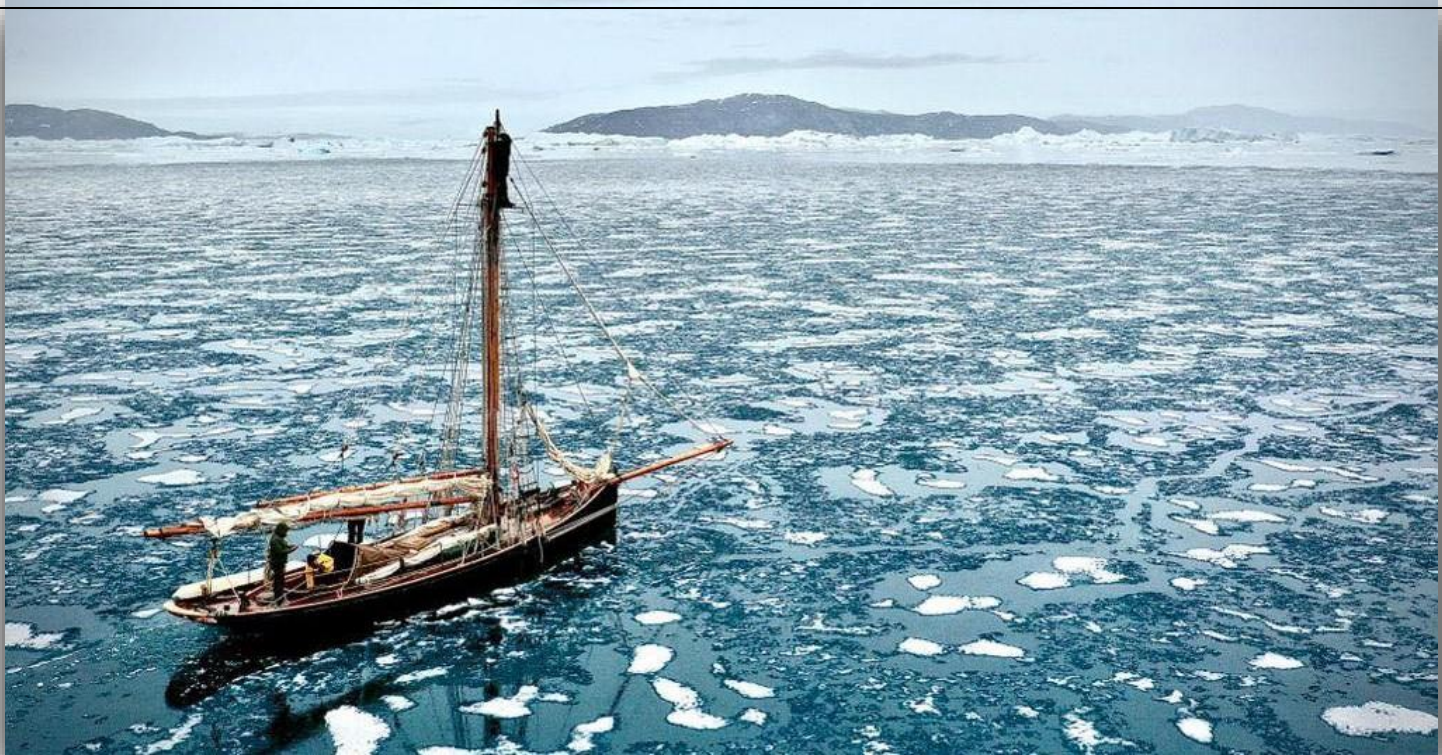


*Sailing passed the electric blue face of a melting glacier drone photo by #huuughhhh*

have never seen, heard, fed or watered Roger.

**13th August** Goodbye Greenland! As we waited for the pack ice in Melville Bay to dissipate we spent some time near the iconic landmark called The Devil's Thumb. The sea water is cold and despite the 24 hour sunlight, in one bay the surface had settled into pancake ice by early morning.

Kev led us on an attempt to climb The Thumb but we retreated prior to reaching the summit due to a lack of specialist climbing equipment for rock. the mountains



*Going through loose pack ice with a lookout up the mast drone photo by #huuughhhh*

Another walk in the mountains gave a spectacular view of the Greenland icecap. Hugh @huuughhhh took some spectacular photos with his drone which is also used to help us find routes through the ice. It appears to be a relatively heavy ice year with some uncertainty ahead.

The route across the North Water to Canada was rather meandering in order to have least exposure to the pack ice. Three days is quite a long time to spend in persistently thick fog with blue sky above the mast head. For those who may doubt, fogbows exist! Magnetic variation has increased to almost 40 degrees with one chart noting 'magnetic compass useless in this area'. In order to pass around the pack ice we reached our furthest North of the voyage, 75 degrees 30 N which means we have sailed just over a third of a hemisphere North from Nova Scotia.



*Will Stirling and Martyn Oates*

*photo : [www.stirlingandson.co.uk](http://www.stirlingandson.co.uk)*



*Icebergs !*

*drone photo by #huuughhhh*

The eastern entrance to Lancaster Sound was fringed with loose pack ice which meant some wiggling to reach an anchorage on Devon Island. We have passed the last glacier on our route so there will be no more icebergs to marvel at. This is an icy year and at present pack ice prevents us from reaching Resolute.

## NEW MEMBERS

### Colin Appleby



Sailing my Mirror Dinghy and then a Laser 16, were early introductions to sailing which then led on to an interest in yacht sailing with an impromptu charter out of Dartmouth to Salcombe and back.

Then a friend gave me a charter trip as a present for my 50<sup>th</sup> birthday

present on *Morwenna*, a Bristol Channel pilot cutter that introduced me to gaffer sailing, I was instantly hooked and continued to sail gaffers on charter trips on Luke Powel built boats, *Amile Rose* & *Eve of St. Mawes*.

I have experienced the wonder that is the Falmouth Classics, Breast & Douarnenez Festival and a visit to Paimpol. I hope to be able to take *Maggie B* to these in the future.

In recent years I have been sailing between Brixham & Helford and would love to spend more time exploring the area.

I consider myself to be a rookie sailor and have a lot to learn but I'm very excited to finally be the owner of my own gaffer, *Maggie B*.

I am a DIY fan, having come up through the ranks of the construction industry, but again I have a lot to learn as far as boat maintenance is concerned.

I recently paid a visit to the OGA Jubilee festival in Ipswich with Robert & Jan Holden on *Emanuel*, a bumpy trip across the Thames Estuary from Sandwich to Felixstowe. I thank them very much for the opportunity which was unfortunately cut short due to a personal issue at home. I am sure we will stay in touch.

I plan to keep *Maggie B* in Cornwall and hope to be able to spend a lot more time with her there soon.

I am looking forward to meeting other South West Gaffers members and attending events in the future.

### Paul Musgrove



I was taught to sail gaffers from the age of 11 by my headmaster at school who used to take us on Norfolk broad trips each year.

He had been an MTB commander during the war and sat at the back puffing on his pipe.

The boats had no engines so we became experts at tacking and using the quant pole. Since then I have sailed a great variety of boats whilst in the army and helping with school sailing. I have only owned a 20 foot half decker, a Beneteau 235 which we sailed in the Gulf of Mexico while serving in the States, a Cornish Shrimper 19 which we kept on the River Dart and a new Shrimper 21, which has also been on the Dart.

Paul wrote this whilst on his boat moored in the Villaine river in South Brittany, waiting for the bridge to open after the two-hour French lunch.

Many of us may remember him and his family who all came along to our Festival of Sail event in Sutton Harbour.

## NEW MEMBERS

### Phil and Jo Jones and Sybil the seadog



Hi from Phil, Jo and sea dog Sybil. We've recently retired and live in West Sussex.

Our sailing background is mainly dinghy cruising with Cody Sailing Club - in the Solent and sailing camps on the Helford and Salcombe estuaries.

We've also crewed on friends' yachts - none gaff rigged! Last year we bought Firefly, a Pilot Cutter 30, from Cornish Crabbers and have kept it at Premier Falmouth. In September we did an own-boat Day Skipper / Competent Crew course, but awful weather limited what we could do.

We're looking to develop our Gaff Rig experience in gentler conditions in 2023 and beyond.

South West Gaffers are fortunate to have had quite a few new members over the year as you can see from the list.

For several new members we don't at this stage have any "mugshots" or profiles to help you recognise them.

But to all new members we wish you a cordial welcome and happy sailing !

Do come along to our meetings and you will find we are a fine friendly bunch !

Ellie and Andrew Grant

Clive Thompson

Barbara Runnalls

Anthony Wakeham

Anne and Peter Roe

Jorg and Corinna

Matilda Harding

Richard Duncombe

Helen and Stuart Anderson

Lance Whitefield

Oliver Peterken

If I have missed anyone please let me know. We try to have easy communications between us all but woopsies still happen.

Ed John G

# Social Media update – Mark Turner

After a great start to the summer the weather seems to have dampened sailing enthusiasms and the sharing of such - chat on the two South West Gaffers WhatsApp groups has been minimal this season.

I do hope it is the weather that is the reason, not a lack of interest in the platform for sharing our enthusiasms with other members. I use WhatsApp groups daily for other social purposes - both at work and play but with around just 30 members signed up to our groups it does seem that I need to work harder to convince others of the merits of the chat groups. After all we're presumably members of the OGA because we want to hang out with like minds that share our passion for traditionally rigged and built boats. The groups allow that outside of rallies, races or organised land based social events.

I continue to share our activities on Instagram to a worldwide audience - now well over 600 but can only share photos that I have access to. Sharing images via the WhatsApp groups is simple and effective, I can then copy, tweak and rebroadcast imagery on Instagram with a short narrative and 'hashtags' to attract interest to others interested in our activities.

If you don't use Instagram I can still share any photos you are proud of if you email me at the my social media email address listed on the newsletter header page.

Whilst I can plug away at sharing our activities and try to foster enthusiasm for online discourse using the WhatsApp groups it really is down to the membership to embrace modern communication and marketing methods. My octogenarian parents claim it's a generational thing, my wife's octogenarian parents would disagree - by WhatsApp if my parents used it! I'm nearly 60 and don't consider myself old, sailing is just one outdoor activity I enjoy when I have time. Maybe traditional boats attract traditional minds?

Elsewhere Tim alludes to a need for membership to get involved if the South West Gaffers is to flourish and that includes social media. If you don't understand it ask offspring, their offspring more enlightened friends or me, I'm happy to explain and help you make the most of the online opportunities that the club offers.

The two WhatsApp groups:

At Sea WhatsApp group: <https://chat.whatsapp.com/DI6zrCimIQgCunzd2FfcqK> for arranging activities at sea

On shore Whats App Group: <https://chat.whatsapp.com/DI6zrCimIQgCunzd2FfcqK> for arranging activities on shore

## South West Programme of Events 2023

|                                 |                                                                                                                |                                                          |
|---------------------------------|----------------------------------------------------------------------------------------------------------------|----------------------------------------------------------|
| <b>Feb 14<sup>th</sup></b>      | <b>SW Gaffers AGM— Lunch at Fowey Gallants SC.</b>                                                             | contact: Rob Brown<br>events@southwestgaffers.org.uk     |
| <b>March 18<sup>th</sup></b>    | <b>Talk at Fowey Gallants Gallants SC by Vicky Samuels on the Rebuilding of an EastCoast Smack then Lunch.</b> | contact: Rob Brown<br>events@southwestgaffers.org.uk     |
| <b>April 27-29<sup>th</sup></b> | <b>RBC 60 starts from Ramsgate.</b>                                                                            | contact: Alison Cable<br>alison.margaret.cable@gmail.com |
| <b>May 10-12<sup>th</sup></b>   | <b>RBC 60 arrives at Sutton Harbour, Plymouth also SW Gaffers 50<sup>th</sup> Celebrations.</b>                | contact: Tim Price<br>secretary@southwestgaffers.org.uk  |
| <b>May 27-28<sup>th</sup></b>   | <b>Brixham Heritage Sailing Regatta.*</b>                                                                      | contact: Penny Jolley<br>brixhamheritageregatta.uk       |
| <b>June 16-18<sup>th</sup></b>  | <b>Falmouth Classics. *</b>                                                                                    | contact: falmouthclassics.org.uk                         |
| <b>June 19-20<sup>th</sup></b>  | <b>SW Gaffers Helford River Rally with Helford River S.C.</b>                                                  | contact: Tim Price<br>secretary@southwestgaffers.org.uk  |
| <b>July 23-24<sup>th</sup></b>  | <b>SW Gaffers Festival of Sail—SWG 50<sup>th</sup> Sutton Harbour , Plymouth</b>                               | contact: Tim Price<br>secretary@southwestgaffers.org.uk  |
| <b>July 25-28<sup>th</sup></b>  | <b>Fowey Classics - 30<sup>th</sup> Anniversary *</b>                                                          | contact: foweyclassics.com                               |
| <b>Aug 11-13<sup>th</sup></b>   | <b>River Dart Rally and Dittisham Regatta*</b>                                                                 | contact: Gil Hayward<br>wearesailing@hotmail.com         |
| <b>Aug 15-18<sup>th</sup></b>   | <b>Falmouth Tall Ships *</b>                                                                                   |                                                          |
| <b>Aug 26-27<sup>th</sup></b>   | <b>Dartmouth Royal Regatta Gaffer Races*</b>                                                                   | contact: dartmouthsailingweek.com                        |
| <b>Sept 16<sup>th</sup></b>     | <b>Brixham Heritage Rally *</b>                                                                                | contact: Penny Jolley<br>brixhamheritageregatta.uk       |
| <b>Nov 11<sup>th</sup></b>      | <b>Laying up Lunch and AGM, Fowey Gallants. Lunch 12.30, AGM 14.00</b>                                         | contact: Tim Price<br>secretary@southwestgaffers.org.uk  |

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