

January 2015



DOVEY BELL

Happy New Year!

.....and welcome to the Winter edition of the Dovey Bell.

We hope you've had a good Christmas and New Year and are now starting to think about the sailing season ahead, which isn't that far away (well, at least we're now on the right side of the winter solstice!).

2014 was an excellent sailing season, with good weather and fair winds. Fingers crossed that the sailing gods will come up with the goods again this year.

The sailing programme for 2015 is currently being finalised and will be posted on the DYC website soon. This year, we're making some important changes to the way in which we run club racing and further details are included in this issue of Dovey Bell.

Please do take time to read the article 'Compulsory Volunteering' for full details - there's a strong clue in the title about the nature of the changes being made!

Volunteering isn't just an issue for club sailors, it's an issue for every aspect of running the Club, be it running the bar, maintaining the clubhouse or running social events.

To put it bluntly, we depend too heavily on a small band of hard-working members who take on the lion's share of all the chores.



It doesn't matter if you prefer to help on the water, or with maintenance jobs, or by organizing social events – there are plenty of jobs to go around and anyone (and that includes kids too) will be welcomed with open arms if they're willing to muck-in and help out.

So, if you've yet to make a New Year's resolution, how about giving up one day of your time for DYC? It's easier than giving up alcohol or going on a diet, honestly!

We look forward to seeing you on the water in the not too distant future and hope you have another fantastic summer of sailing.

The DYC team

A great summer of sailing

2014 has been a wonderful summer for sailing, with plenty of sunshine, fair winds and some great competition on the water.

Dovey fortnight was well attended and we regularly saw 25 to 30 boats on the start line of each race. The junior fleet has been particularly active this year with kids competing as strongly as ever in Toppers, Lasers, Fevas and even taking the opportunity to have a go in GP14s, RS200s and RS500s.

GP/Laser/Solo week was also a great success with a good turnout of guest sailors and close racing out on the water. Diana and Meryl organised a series of junior races with their own on-the-water starts.

Let's hope the conditions and the competition are equally as good in 2015.



Prompt payment of fees

By now you will have received your DYC membership fee renewal letter and maybe even renewed your membership for 2015.

We've made life a lot easier when it comes to paying by enabling you to now pay online via BACs, PayPal, credit card or you can still send a cheque to David Mason, Membership Secretary, if you prefer.

Prompt payment of annual membership fees makes a huge difference to the Club's cashflow. It helps us enormously if everyone pays promptly, because we then know how much money we have to finance our activities during the year ahead.

As usual, we're offering a £10 discount for payment before 31st January. If you don't take advantage of the discount, you have until 31st March to pay your membership renewal. If you haven't paid by then, we'll then assume you no longer wish to remain a member of the Club and your name will be removed from the Club database, meaning that you will no longer be entitled to use the Club and its facilities.

Unfortunately, there has been a trend for some members to delay payment until the sailing season is nearly over, which causes the Club severe cashflow problems and which also seems unfair on those members who do pay in a timely fashion.

So please pay as soon as possible - it's another job you can then tick off your 'to do' list!

Supernova Video

If you helped with the Supernova National Championships in July, you'll remember what a great success and just what an amazing spectacle the event was, with more than 60 boats competing in races both in the estuary and out over the bar.

If you weren't able to be in Aberdovey at the time, don't fret because you have an opportunity to experience the event via a fantastic video shot and edited by James Bradbury-Willis.

Simply go to Youtube and type in '2014 Supernova Nationals' and you can watch the event from start to finish. It's just like being there all over again. Alternatively, use the following link:

<https://www.youtube.com/watch?v=DQzkZieATbw>



COMPULSORY VOLUNTEERING!

The age-old problem of a lack of volunteers has continued to plague DYC.

If you sail a dinghy you know what I mean....you start taking the cover off your boat and before you know it someone taps you on the shoulder and asks if you're willing to volunteer as a safety boat driver, or race officer, or assistant race officer.

Yep, you did it last week, but no one has volunteered today, so can you help out again? Oh well.... You may get average points in compensation, but you set out to sail, not hoist flags, right?

It's frustrating, we know, but unfortunately not enough people volunteer to do essential duties and without willing volunteers, Club racing grinds to a halt.

Rupert Tildesley led a lively debate on the subject during the AGM, which demonstrated there are many possible solutions to the problem. Well, the solution we've decided to implement for the 2015 sailing season is to combine a core team of paid race officers and safety boat crews, with volunteers to boost numbers as and when required.

The rationale for this decision is as follows:

- Having a paid 'core team' means that we can guarantee racing will always take place.
- The introduction of a paid race officer (a new development for 2015) should ensure high quality racing with starts from the clubhouse, on the water and over the bar when conditions permit, as well as more consistent course laying.
- A permanent core safety boat team should also ensure high quality safety cover at all times and provide the opportunity for younger, prospective safety boat drivers to learn from experienced mentors.
- The cost of providing this enhanced service is covered by boat fees, which are part of your annual membership subscription.

However, we do still need willing volunteers to supplement the core race officer and safety boat team. We'll always need an assistant race officer and additional safety boat crews during busy periods, so a system of compulsory volunteering in order to be able to race, is also being put in place.

The 2015 sailing calendar will be online soon and you will be able to put yourself forward for duties once you receive an email explaining how to do it. Single members and parents of junior members are required to volunteer for 1 day (or 3 races), families are required to do 2 days (or 6 races). There will be one month in which to choose which duties you do, after which they will be allocated to you. It will then be your responsibility to find someone to cover your dates if you are unable to make it. If you really don't want to volunteer for whatever reason then there will be the option to 'pay your way out', which will cost the same as paying someone to do the job. All these functions can be administered via your members area on the website.

Want to work for DYC?



If you fancy working at Dovey Yacht Club either as a race officer, safety boat crew or as bar staff, then do let us know.

The role of race officer is a new job for 2015 and we're looking for an experienced sailor who knows the river, can set varied and testing race courses both in the estuary and out over the bar when conditions permit and run races throughout the Easter and Summer sailing period.

We also need qualified and experienced safety boat drivers to work throughout the Easter and Summer periods. If you're interested, you must hold an RYA Powerboat Level 2 and Safety Boat certificate and have previous experience of safety boat work, either at Aberdovey or gained elsewhere.

Please bear in mind that preference will be given to those people who volunteer their time as safety boat crew, so if you want a job on safety boat in the future, make sure you volunteer as much time as possible during the coming sailing season.

And finally, we're always interested to hear from anyone who is willing to work behind the bar. No previous experience is necessary (but it's helpful if you have it) and we need staff not just for the sailing season, but throughout the year.

If you're interested in working as either a race officer or safety boat crew, please let Rupert Tildesely, Sailing Secretary know by sending an e-mail to: rupert@saturninnovation.com

If you're interested in bar work, please let Bob Usher know, by sending an e-mail to: robert.usher3@gmail.com

Super Tides

During 2015 we're going to see some of the highest tides for more than 18 years.

The amplitude of tides not only fluctuates weekly with the moon phases, but also over an 18.6 year tidal cycle due to the changes in the alignment of the earth, moon and sun.

Over the next year, astronomical tide levels will be at their highest in this 18.6 year cycle and we will experience high tide levels in particular in February and September 2015.

Is a Drascombe the perfect day boat for the Dovey estuary?



The time eventually comes for all sailors when, for one reason or another, they decide to call it a day and hang-up their sailing boots.

For many cruising yacht owners the decision is often not a result of old age and infirmity, but a growing realisation that owning a big boat can be expensive, especially if it's not used very frequently!

One solution, rather than buying a campervan or going on a world cruise, is to change to a smaller boat and a class that is starting to grow in popularity on the Dovey estuary is the Drascombe Lugger.

First launched at the Earls Court Boat Show in 1968, the Drascombe Lugger is an open day boat which is just under 19 feet in length, just over 6 feet in width and which carries 132 square feet of sail. The boat has a lifting keel, an outboard which is mounted in a protected well and loosefooted sails, making rigging and gybing very easy!

Gay and David Richardson have been sailing their boat, The Lottie Lou, ever since relocating their cruising yacht to Cornwall a few years ago. Technically, Lottie Lou is a Cornish Cobble, but in most respects is an almost identical design to a Lugger. Their boat creates a very traditional image, with its

deep blue hull and wooden spars and trim, but look a bit closer and you'll see the hull is glassfibre and offers all the benefits of modern boat construction and ease of maintenance.

Why did Gay and David decide to opt for an open day boat on the Dovey estuary, rather than a larger cruiser? "*Lottie Lou is perfect for exploring the Dovey Estuary,*" explains David "*which is very difficult to do in a bigger boat. Her shoal draft, easy to manage rig and outboard engine make her ideal for sailing into shallows such as the Leri and also for going upstream towards Machynlleth. I love sailing on the top of the tide over to the other side of the estuary and looking back at Aberdovey and the mountains beyond.*"

Easily sailed by two, the boat can carry up to 6 people, so is also ideal for a picnic or fishing trip. "*But don't be fooled*" continues David, "*The boat can also be sailed hard and raced competitively. A few years ago, Richard Tildesely won the Aberystwyth race in a Drascombe sailing against larger cruising yachts. There's no reason why owners can't race this boat if they want to.*"

Last year Chris Greatbatch traded his Cornish Shrimper for a Drascombe and is looking forward to sailing the Lugger during the forthcoming sailing season, which he has been renovating over the winter months.

So why did Chris decide to swap a Shrimper for a Drascombe?



Chris Greatbatch on board his Cornish Shrimper, before replacing it with a Drascombe Lugger

“The Shrimper was fine when I shared it with a partner” explains Chris. “We not only shared the sailing, but also the maintenance and cost of ownership. During the past few years, I have owned the Shrimper outright and not only had higher running costs as a result, but the maintenance started to become more of a chore. It also started to become harder finding a willing crew, so I decided the time was right to sell-up and buy something that would be easier to sail by myself.”

Chris will keep his Drascombe on a mooring, as most Drascombe owners do, but still intends to go out over the bar whenever the weather permits. *“I enjoyed mackerel fishing in the Shrimper and intend to continue fishing from the Drascombe out in the Bay”* he added. *“The Drascombe is lighter to manage than the Shrimper and the lifting keel makes it ideal for the shallow waters of the Dovey estuary.”*

Chris also points out that storage costs are another consideration, not to mention cheaper harbour fees.

Linda and John Alcock also made the move a couple of years ago from a cruiser, Xanthus, to a Lugger (theirs is a Devon Lugger, rather than a Drascombe Lugger but, again, the design is almost identical). They keep their boat on a mooring in Church Bay and can be seen sailing on the estuary whenever the sun shines during the summer months. John also believes that the Drascombe is an ideal boat for the Dovey Estuary - you can hear more from John in the following article.

So, is the Drascombe the perfect day boat for the Dovey Estuary?

Quite possibly.

Its shoal draft, ease of sailing and maintenance, low running costs and multi-role capability which encompasses cruising, racing, fishing and exploring make this an ideal choice for anyone who doesn't want the high costs and hassle of owning a cruising yacht, but also doesn't want the regular dunking that comes as part of sailing most small dinghies.

And finally, there's another important consideration. The Drascombe's traditional lines look so at home here in Aberdovey. You would be forgiven for thinking they are the smaller offspring of the Outward Bound cutters, which have been a feature of Aberdovey for many years.

It will be interesting to see if their numbers continue to grow. You never know, we may well have a racing fleet of Drascombe's before too long. Now that would be a good way to rekindle the racing spirit amongst former cruiser owners, wouldn't it?

John Alcock explains why he made the move to a Drascombe Lugger

Linda & I have been sailing in Aberdovey for over 25 years in a variety of boats starting with a selection of dinghies and for the last 15 years in sailing cruisers (racing and cruising in Cardigan Bay and further afield).

Unfortunately the cruiser fleet reduced to a point where there was hardly any racing or cruises in company and we reluctantly decided to sell. We had been without a boat for a couple of years when we spotted an opportunity to buy a Drascombe Lugger (now called a Devon Lugger).

We bought Ciel D'Azur (She had lived in France for a couple of years) from the builders, Honnor Marine in Rochdale. I was initially drawn to her elegant traditional lines, easy maintenance glassfibre hull, lots of teak trim, classy phosphor bronze fittings, and then perhaps the challenge of the rig – she is a gunter rigged yawl (definition of a yawl is when the mizzen mast is stepped

aft of the tiller), roller reefing jib, loose footed main, and self tacking mizzen.

She is 18'9" long which I thought would be comfortable as an open dayboat. She is no lightweight weighing in at 340 kg which gives her a very sea kindly motion and reduces the risk of throwing us in!

We keep her on a mooring in Church Bay which is very easy to row to in a little tender and being a simple rig we are away in no time. She has a very reliable Honda 5 outboard engine which is inconspicuously and permanently mounted on its own inboard transom and tilts out when sailing. She has a large fuel tank mounted in the cavernous aft locker.

Amongst the equipment we purchased with the boat was a beautiful pair of unused long oars with leather trim and phosphor bronze rowlocks. I haven't tried rowing yet – next season you may see an amusing sight.

A greyhound she is not and she doesn't point very high either, although she is delightful to sail. I believe one has crossed the Atlantic but that must have been a nightmare. We content ourselves with sailing to Tywyn in the north and we have been down to Aberystwyth in the south, although she is just as happy creeping up the Leri or exploring down to Picnic Island.

We can't wait until the start of the new sailing season.



2015 Development Plan

'Failing to plan is planning to fail', as the old saying goes.

Well, the DYC Management Committee is not going to fall into that trap and has spent the past few weeks formulating an action plan for the year ahead.

The plan encapsulates every aspect of the Club's activities, from the 2015 sailing programme, to essential repairs and maintenance and social events throughout the year. The plan has been divided-up between a number of sub-committees which are responsible for implementing it during the year ahead.

The sub-committees include sailing, social, house, PR & marketing, constitutional and legal, financial and membership. Each sub-committee has its own chairperson and needs a team of volunteers. If you would like to join one of the sub-committees and provide a helping hand, please let any committee member know – the more helpers, the better.

At the time of writing, the plan is undergoing its final draft and will then be available for all members to see on the DYC website.

Modesty Please!

Despite the changing rooms being refurbished only a few years ago, changing room space is still at a premium during busy times of the year.

Our membership includes sailors both young and old and we therefore ask adults to exercise a degree of common sense – not to mention modesty – when using the changing rooms and showers.

If young children are using the facilities, please let them get dried, dressed and vacate the changing room before stripping-off and heading for the shower yourself. It's not just a question of modesty; it's also a lot easier to get in and out of a wetsuit if you have a bit of space to do it in!

Yes, kids can dawdle and spend too much time talking rather than changing, so please feel free to encourage them (politely!) to get a move on. And can mums and dads also keep an eye on their offspring please and ensure they don't spend too much time occupying the changing rooms. When they've finished, it would also be helpful if they could take their sailing kit with them, rather than leave it lying on benches (or the floor) and hanging on hooks.

If we're all mindful of each other's needs, we should be able to make the most out of our bijou changing facilities!



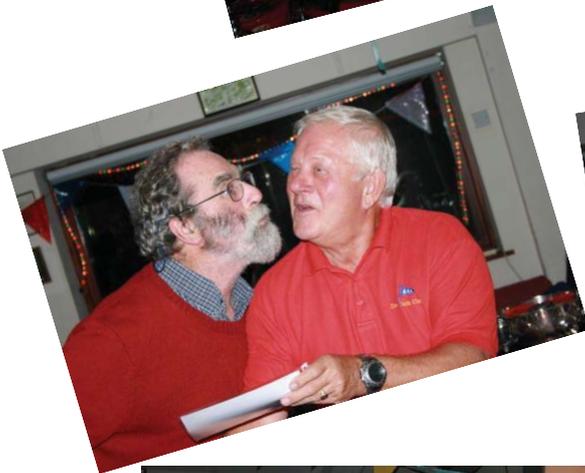
Neil Plater demonstrating the best way to ensure he gets the changing room all to himself!

Prize Giving

Prize giving marks the end of the sailing season and is a good opportunity to celebrate the successes of our sailors. 2014 was a great season, with close and competitive sailing taking place throughout the year.

The silverware was handed out in customary style under the guiding hand of Sue Gillespie, ably assisted by her husband Don.

This year and beyond, we want to elevate the status of prize giving, making it the premier event of the social calendar. If you have any ideas for enhancing prize giving, or if you would like to help organise the event, please do let John Dennett, chairman of the social committee, know.



Too big for a Topper?

Dovey Yacht Club has always prided itself on having a very active fleet of Topper sailors.

The Topper, which was designed in 1977 by Ian Proctor, is an ideal youth boat. It's fun and easy to sail and almost (but not quite – as Des will confirm!) indestructible. It's not only great for young sailors venturing onto the water for the first time, but is also a boat that's sailed very competitively right up to international standard.

DYC has a proud history of youth sailors competing at both National and International level in a Topper and the number of Toppers in the boat park confirms that it's a class that will continue to play an important role at DYC for many year to come.

But the time comes – usually around about age 15 or 16 – when youth sailors start to consider which classes may lie beyond Toppers. And it can be a difficult and sometimes confusing choice. Should they stay in a single-hander but move up into a larger boat such as a Laser, or should they make the transition into a crewed boat and enjoy the delights of sailing with a partner? Or should they do both?

There's no simple solution and it was encouraging during the 2014 sailing season to see a number of our youth sailors trying out a range of different boats.





Megan and Natalie Green had a go at sailing a GP14 and an RS500 and enjoyed the experience. Megan explains: *“I thoroughly enjoyed trying out the RS500 and the GP. I loved experiencing bigger and faster boats and learning all the different skills required to control the different sails. Trying the RS500 for the first time and using the harness (if only I could say we sailed it well and gracefully) was so much fun; the speed of the boat being the main attraction - not to mention the very flattering and comfortable harness that you have to wear!”*

“I also enjoy sailing a Laser, as I can still be independent and make all my own decisions; allowing me to reap the rewards if the hard work pays off. The Laser is also a logical next step from sailing a Topper. However, I would encourage all young sailors that are making the transition out of Toppers and into other dinghies to try out other double-handed boats as you can broaden your skills by using the other sails and gadgets that are not available when you sail a Topper.

“What’s more, if things don’t go quite according to plan, you can always blame your partner in a crewed boat, which Natalie and I ended-up doing quite a lot during the summer!”

The Parsons boys have become a serious threat to adult sailors in their RS200, notching-up a number of podium places during Club racing. Ellie Gillespie also has an enviable record in both a GP14 (sailing with uncle Don) and in a Laser and Lewis and Danny Morgan have both been spotted being ‘tea-bagged’ whilst trapezing in a Fireball!

DYC has a club Feva, which is an ideal way for youth sailors to experience the joys of crewed sailing (as the Meredith girls will confirm) and we also have club Lasers and GP14s for use by any members who want to try sailing a different boat.

And for those who prefer their sailing standing-up, there are a couple of club windsurfs – or, if you’re feeling really reckless, you could always ask Rupert for a go in his 49er!

Youth sailing round up

Our boys and girls have not only been notching-up successes at DYC, but also around the country.

Here's a summary of some of their successes:

- In July, Richard Parson took part in the Topper World Championships in Pwelli - see his article below for full details.
- In August, Lewis Morgan and Jack Baker went to Pembroke Dock to take part in the regional stage of the Honda Youth RIB driving championship. Congratulations to both of them: Lewis came 3rd and Jack 5th.
- In September, Lewis and Danny Morgan, Jack Baker, Patrick Dunn and Richard Parsons travelled to Bala for the OnBoard Sailing Regatta. Well done to all of them, who sailed very well despite light winds. Richard came away with Gold in the Topper Fleet.
- Also in September, Richard Parsons, Patrick Dunn and Sam Nicol went to Clywedog to take part in the Club Youth Racing Circuit (CYRC). Patrick came 3rd and Sam 8th in the Regatta Fleet and Richard added another gold to his trophy cabinet. Well-done boys!
- In October, DYC hosted the final CRYC event of the year and club sailors included Richard Parsons (yes, another first!), Lewis Morgan (3rd in a Laser), Jack Baker, Edward and James Crossley, Connor and Tom Baker, Georgia Clarke, Fiona and Eleanor Reynolds, Patrick Dunn and Sam Nicol. And a big thank-you to all the Club members who helped to host an extremely successful event.



Lewis Morgan receiving his certificate for 3rd place in the Honda Youth RIB Driving Championship.



Team DYC at the Bala Onboard Sailing regatta.

Travels with my Topper – by Richard Parsons



In previous years, most of my sailing was limited to Aberdovey, but in 2014 I decided to venture out of the estuary and take on challenges provided by several different venues.

I began my adventures up in Pwllheli at the Topper World Championships. This was not only an incredible experience but I learnt a great deal about sailing my Topper in challenging conditions (extreme winds and waves). This was my first attempt at sailing out at sea. Unfortunately the first two days were cancelled (my mum was happy as we went on many sightseeing trips), but this meant it was Friday before I was getting to grips with the new sailing conditions.

Whilst in Pwllheli I found myself adopted by two different teams. Both the Irish and the Welsh National teams were very helpful and supportive especially when my boat fell apart on the water.

Local clubs I have enjoyed sailing at this year have included Bala Sailing Club and Llyn Clywedog, although on both occasions the wind conditions weren't on our side (too little wind this time). None-the-less, great sailing was organised and racing went ahead.

At Bala, team DYC was well represented (by Lewis, Jack, Danny and Patrick) and a few more sailors would have made us an even more prominent club. I would particularly recommend this event for all sailors as it accommodates a wide range of abilities in different fleets. The event campsite is particularly attractive as it has lovely views over the lake, BBQs and bonfires are allowed and there is a rope swing which kept us all entertained. I really enjoyed having my friends to keep me company on the water and the highlight was winning the Topper Gold Fleet.

Llyn Clywedog was a slightly more serious event, as it was part of the CYRC series but the racing still catered for a wide range of abilities. As the morning mist rose over the reservoir it started to look like the Greek Islands in mid-summer. DYC was represented here by Patrick Dunn who came 3rd in the Regatta Fleet, and my big brother who cheekily borrowed a yellow Pico with pink sails and came first out of one in the adult series! I came first in the Silver Fleet.

I finished my summer back in Aberdovey for the last of the CYRC events where we finally had perfect sailing conditions. This time DYC was the best represented club on the water and with great organisation on shore. It was satisfying to be able to use home advantage to come first overall.

I have really enjoyed my sailing this year and I am already looking forward to trying out some new challenges next year.



Training in 2015

We're planning to run a series of training courses in 2015 including Learn to Sail, Improver Courses, Powerboat Level 2 and Safety Boat.

Keep an eye on the DYC website and facebook page for further information and course dates. You can book and pay for all courses online, so no need to worry about having to be in Aberdovey in order to ensure you get a place on a course.

If you would like any information about training, please send Phil Morgan an e-mail: phil.morgan@peoplebusinessresults.com

Abandoned Boats

Unfortunately, we're starting to accumulate a number of abandoned boats in the boat park. If boats don't display a current boat sticker, they will be deemed to be abandoned and will be disposed of. Don't say you haven't been warned...!

Working Party Weekend

They may not be the most glamorous weekends in our sailing calendar, but the working party weekends in the Spring and Autumn are essential if we're to keep both the clubhouse and our fleet of boats in good working order.

On November 15th, a group of approximately 20 willing volunteers turned out to scrape, screw, brush, sweep, paint, varnish, hammer...and eat a few sticky buns and hot soup!



A big thank-you to all who took part and a plea to others to add the working party weekend to their calendar for 2015. Believe it or not, these weekends are good fun and it doesn't matter if you're not a DIY enthusiast. We can find suitable work for you whatever your skills may be!

DYC in the Press

DYC has been raising its profile this year and has featured prominently in articles and news stories in Welsh Coastal Life magazine, the Cambrian News, Sibrydion and the new Aberdovey village magazine, Rushlight.

We're keen to publicise not just the Club but also the success of our sailors so if you compete in class or national championships, please do let Josh Cooper know how you get on (and if you can let him have a photo or two, so much the better) and we'll ensure other members know of your successes.

RNLI Update

During the 2014 AGM, Terry Loftus gave an update on discussions taking place with the RNLI regarding the redevelopment of the Lifeboat station and potential implications and opportunities for DYC.

One of the changes being contemplated at the time was a potential space swap, with the RNLI taking over our galley area in return for us having access to what is currently their crew room.

However, it now looks as if the redevelopment of the Lifeboat station will no longer involve a space swap with DYC, with the RNLI preferring to extend their existing accommodation.

This means no direct disruption to the DYC premises but there will inevitably be some short-term impact on DYC when the changes to the Lifeboat station actually take place. We're in close contact with the RNLI and obviously want to be as supportive and helpful as possible, as they prepare for the delivery of a new, larger lifeboat for Aberdovey.

We'll keep you posted about developments as they take place.

Cruiser Racing at DYC



Regrettably, over the past few years cruiser racing at DYC has all but ground to a halt as a number of cruiser owners have decided to become land-lubbers (and motorhome owners)!

However, there are still a reasonable number of cruisers being kept on moorings in the estuary and Diana Parsons (a cruiser and dinghy sailor herself) has kindly volunteered to rekindle racing amongst the cruiser fleet.

So, if you own a cruiser and fancy some friendly racing out over the bar, then let Diana know when you're available to race.

If any cruiser sailors are on the look out for willing crew, do let the dinghy sailors know (either via the noticeboard, facebook page or by telling Diana). There will undoubtedly be a number of small boat sailors who would jump at the chance at having a go in a boat that doesn't capsize and which comes equipped with a kettle!

Do you have any historical facts about DYC?

John Dennett is in the process of updating the history section of the DYC website and needs some facts and figures for events that took place from the year 2000 onwards. If you can help out, please send John an e-mail to: jlpdennett@gmail.com

Any news or photos?

If you have any news and/or photos for future editions of the Dovey Bell, please forward them to Josh Cooper at josh.cooper@btinternet.com