



DOGWATCH

The newsletter of the South West Gaffers



Contents

**Presidential
Ponderings**

**Secretarial
Scantlings**

Signals

New Members

Visit to Cotehele

Sailing in Brittany

**Made in Looe
Regatta**

Events

For Sale

Photo Credits



Visit to Cotehle Shipyard (OP)

Welcome!

In this issue, John Gallagher reports on the SW Gaffers' visit to the historic Cotehele quay, Paul Musgrove describes idyllic sailing in the Golf de Morbihan and Jonathan Brice tells us about the forthcoming Made in Looe Regatta. As usual, there are reports from the Poop Deck and details of our sailing events.

There is an important reminder from our President about updating your boat's racing handicap. The Secretary reports on the crucial administrative work which keeps the OGA and South West Gaffers running smoothly, and "Signals" covers the essential social media activities.

Many thanks to Tim Price for filling the editorial chair and providing me with a thorough handover. Going forward, please keep sending me your articles and stories and if you need help or advice just email me at sweditor@oga.org.uk.

"You haven't lived until you have sailed" (DS)

Oliver Peterken - Editor

"Kirsebær"

From The Poop Deck

Presidential Ponderings

Martin Elliott “Roxanne”

Don't panic Captain Mainwaring!

The long winter will be ending soon, the rain will be easing soon, the temperature will be lifting soon, and yes, the brightwork will eventually start to dry out in preparedness for the Spring varnishing programme. At least it did happen this way over previous seasons and I believe that sufficient of our members are now driving electric cars and installing heat pumps to hold off the climatic consequences of global warming for a while yet.

Mention of the coming season will hopefully encourage members to think of sailing with us at one or more of the planned meetings in our area. These are detailed separately but the list in brief is Brixham, Falmouth, Helford, Plymouth, Fowey and Dittisham.

The events may well vary from small to large (as at Falmouth Classics) but the welcome and the ambiance that derives from a collective enthusiasm for sailing traditional boats is undeniable.

From personal observation the long established and by default more experienced boat owners are very generous in offering tips both technical and seamanship, of course always embellished by tales of daring -do in exotic locations. In return new members attending can contribute from their own sometimes very different sailing background or experience.

Talk of events leads to the appeal for members to update their OGA Boat Handicap Measurement Form. This is a national OGA initiative and it would be good if South West

Gaffers could make a strong response in showing willing.

This is not, of course, a pure paperwork exercise. The sailing activity at most of the meetings usually includes an event that comprises the fleet sailing in company around a set course to demonstrate sailing ability, navigational skills, boat presentation and sporting attitude. Some call it a race, but for most it is a good natured jolly.

In any event it is useful if all boats have an up to date T(H)CF handicap rating. It helps the organisers and there are, after all, prizes to be awarded. I can personally vouch for the sponsors rum at the Fowey Classics.

Back to where we started – a dry Spring for all and good luck with the varnishing.

Secretarial Scantlings

David Patuck “Susan J”

In January, Martin and myself attended the Area Committee meeting (ACM), before the OGA AGM, where nine South West Gaffers joined us. Full details will appear in the next issue of Gaffers Log but a few things to be aware of.

There is to be a subcommittee to propose a way forward to improve communications of the OGA. Drawing on the variety of experience gained in several of the OGA Areas, not least here in the South West, our Social Media Editor Mark will represent the South West Gaffers. It hopes to report in the summer. In the meantime, a volunteer is still being sought to take on External Communications and Sponsorship role for the National OGA.

The OGA crewing wanted / available facility on the OGA website was presented to the AGM by Julian Cable, and is now “live”, for gaffers to start using it. It is to include the possibility of

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Area Bank details: Metro Bank "South West Gaffers" Sort code: 23-05-80 Account No. 40530002

South West Gaffers are the South West Area of the OGA-
The Association for Gaff Rig and Traditional Sail

hiring the various Gaffing 4.1's, which may be of interest at some events.

This year the 2024 Yearbook will be distributed with the Spring edition of Gaffers Log. The up-to-date online information continues to be available to all members, by logging into the Members Area of the OGA website. We will all be invited to complete and return a form, if we still wish to receive a hard copy next year.

For those OGA members with boats, we continue to be encouraged to confirm the accuracy of the measurements of our boats, using the Boat Register on the OGA website. This will allow the OGA handicaps to be corrected if necessary and to become visible again. It is planned to provide more information and a diagram for members to do this, probably in the Gaffers Log.

The Scottish Area were to organise the January 2025 AGM but the AGM considered that Scotland was too far. The Scottish Area will now arrange it in Gloucester on the weekend of January 11th 2025. The South West Area and Bristol Channel Area have been asked to help with the organisation. Martin and myself, and our Bristol Channel counterparts, met with Alison Cable in Gloucester in February. The venue, hotel and a couple of visits are already in place. If there are any SW Area members who live near to Gloucester, or know that part of the world, and would be willing to help out at the event or have any suggestions, please let us know.

It is being proposed to have another Round Britain Cruise in five years' time, RBC65 in 2028. There would be Party Ports only this time. No doubt one will be here in the South West. There will also be a separate OGA65 National Small Boats event in the same year (2028) that wouldn't clash with the RBC65.



SIGNALS

Mark Turner - Social Media officer

Welcome to Signals, The Dog Watch social media and communications update.

Earlier this year everyone should have received a mailchimp email with link to the new SWG Members Almanac. Whether you've been a SWG member for decades or months I hope you find the document useful. A lot of the links to useful websites and apps have been contributed by members via the WhatsApp group and I'm very grateful for those that have supported the concept. The idea is that the document evolves with suggestions from the membership for useful content so please do email me with your ideas for useful content.

The Almanac is designed to be saved on a tablet so that active links can be used on the move, whilst it can be printed, a lot of functionality will be lost.

The WhatsApp group has recently seen a comprehensive discussion on choice of sailmaker, just what the group is designed to be used for, alongside arranging local sailing days and sharing photos. Do consider signing up if you aren't a member, it's a great platform for help and advice.

Our instagram feed is ticking over; out of season it's always a challenge to find sailing content to share. But I'm sure many are busy fettling in sheds, workshops or maybe the kitchen table. It is photos of that kind of activity that are always well received and promote discussion, so please do consider posting your varnishing/antifouling/plumbing/wiring/fabricating photos on the WhatApp group for me to use on our feed. We're fast approaching 900 followers worldwide, the busiest OGA area page on Instagram.

Our pages within the OGA website have been overhauled to offer an easy reference point for members and again a showcase of our activities and boats to a wider audience. The Events page now has a comprehensive listing of our own events and other classic and traditional sailing events in the South West alongside a number of external land based talks and presentations that many members may find of interest. Core to the latter are events organised by the South West Maritime History Society with whom I've arranged an affiliation for each group's members to attend the other's events subject to space.

A new feature on our web pages is the 'Our SWG Boats' feature. Complimentary to the OGA boat register (to which it links), it showcases a photo gallery of nearly 30 member's boats to the public. It is also an incredibly useful member-to-member resource that remains lacking on the main OGA site. Without compromising data protection issues, it shows a member's post town (suitably vague to prevent robbery whilst at sea), the type of boat, its name (with link to OGA boat register if recorded) and where it's kept. Everything that existing and new members need to find sailing neighbours or likeminds they didn't otherwise know about. Please do support this feature which is being copied by other OGA regions for their own member use while I write this! There is a link to submit a landscape format photo and your details to me from the web page here.

I'm currently working with other Area reps on a subcommittee discussing the OGA website, its format and external marketing. It's been useful to realise I'm not alone with my frustrations that the OGA need to do a better job with communications to members and beyond. If you have any thoughts on improvements you'd like to see, or need help, please drop me a line.

New Members

We seem to be doing something right, 10 new OGA members have signed up since the beginning of December requesting the South West Gaffers as their Area!

Welcome to the following:

Ian Gill (Bristol)

Richard Carman (Blackdown Hills, Memory 19)

Mike Sanders Hewitt (Helford, 1988 Laurent Giles Jolly Boat 'Isabella'* Trailer)

Chris Griffiths (Templecombe, Pilot Cutter 30 'Elwenna', Poole)

Maxine Smith & Nick Clark (Bath, Shrimper 19, Crabber 26)

Ian & Sarah Downing (Dartmouth, Cape Cutter 19 'Izzy', Kingswear)

Tim Bunker (Torquay)

Otter Fisher (Norfolk)

A number of these new members have already added their boats and details to our online gallery and database which is encouraging.



Cotehele (OP)

New DogWatch Features

In future editions, we shall be including short features on Members' boats and their favourite rivers. These are intended to capture what we love about our gaffers and the rivers we keep them in or sail on. Entitled "In My Boat" and "Up Your River", articles should be between 500 and 1500 words with one to three photos.

Please contact the editor if you would like to volunteer. He can also provide editorial advice on how to get started through to editing your piece.

Visit to Cotehele Quay 9th February

John Gallagher

A cool grey day with the assurance of more rain made the warmth of the Cotehele Gig Club building and a hot mug of coffee very welcome. With 35 members arriving for the meeting it made a fine social start.

The array of our SW Gaffers 50/OGA 60 mugs which held the drink was an nice added touch. Mike Forwood, who organised the meeting, had managed to sell this residue of mugs to the Club.



Motor Launch Lilian (DP)

Barnaby Shepherd, the resident boatbuilder for the collection of National Trust boats at Cotehele, was our host. He took us across to the capacious well equipped boatshed where he told us the fascinating story of Lilian, a 25ft motor launch which was in the shed. She had been built by Hincks Boatbuilders of Appledore in 1932.

Commissioned by the owner of the Anchor Hotel at Porlock Weir as a ferry boat, she brought the trippers ashore from visiting boats such as the paddle steamers Waverly and Balmoral, for cream teas and more. When not doing this she was used to take visitors out for fishing trips.

Gil Hayward told me he remembers Lilian from long ago having been on one of her fishing trips. But he was not alone as a couple of other members also mentioned they had been on her.

She was carvel built of larch on oak and had been looked after well for many years but latterly repairs became problematic with extensive rot.

Barnaby, a boatbuilding instructor, had overseen her rebuild before she came to Cotehele. Although it was well advanced, Barnaby was keen for anyone who wished to help finish her to contact him. As a National Trust Volunteer there would be other benefits to be had.

Another boat at Cotehele is the Tamar sailing barge Shamrock. She has been at Cotehele for many years. Built in 1899 by Fredrick Hawke, Shamrock is one of the last such barges.

In her time she had carried 'night soil' for farms along the Tamar, stone for the breakwater and elsewhere further along the



Shamrock (BR)

coast, as well as an array of general cargoes over her long life. She was hauled up beside the shed but just days before had been sheeted over to protect her from the incessant rain.

The threatened rain had made its appearance so our view of her was thwarted. But her hull had been kept in good order although repairs were needed, especially around the stanchions, a too often source of leaks.

She would be readied for the summer and was expected to be sailed by volunteers with Barnaby's assistance where needed. Barnaby's tender, a tidy clinker dinghy was also on display in the shed.

We then moved on past Shamrock round to the Discovery Centre, passing Mike's boat Arriana displaying an 'info' board giving her details and a fulsome history for the visitors.



Barnaby's dinghy (DP)



Model of Cotehele Quay (DP)

The Centre had detailed models of the quay area with facsimiles of the earlier boatyards, quayside activities, loading of lime kilns and associated works.

Many artifacts were on view and useful information panels explained well the story of Cotehele Quay.

Discussion was lively and filled the short wait as the rains decided to really thrash down. But as soon as the clouds had emptied we were off to the nearby Who'd Have Thought It Inn for a fine lunch and long chat before going our varied ways. Altogether a good day.



Barnaby's Dinghy (BR)

Sailing in Brittany

Paul Musgrove

"Dilly"

After a poor summer of sailing out of Dilly's home at Dittisham on the River Dart it was great to remember that we had booked a ferry from Plymouth to Roscoff at the end of August. The Golfe de Morbihan is known to many Shrimper owners, so our early research was helped by logs on the Shrimper Owners Association (SOA) website. Jean-Claude Devaux of the French Association of Cornish Crabbers Owners very kindly responded to an e-mail asking where he might suggest for launching. His recommendation of a yard called Le Borgne near Baden proved to be just right. After putting off phoning and using my poor French to try and arrange a lift-in for Dilly, I bit the bullet and was delighted to find out that the lady at the yard had lived in the USA for a few years and spoke perfect English. First hurdle crossed.

The second hurdle was to find out the rules and regulations about taking a boat on a trailer to the EU and the third hurdle was to getting on the ferry with dangerous goods aboard Dilly. These are not complicated but the subject of a previous article (see Dogwatch 54).

On the 23rd August we arrived in France to find that the Douane at Roscoff are adaptable. We then had an easy drive to the yard and launched the boat in a hurry as the tide was falling fast. We were then able to relax and settle into three weeks of sailing bliss.



Our first stop was Auray at the sailing head of the river of the same name. We were worried about where we could moor but simply went alongside the town quay outside a café where we had our first café longue. That evening we popped out of the Golfe and turned to the east to stay overnight in the huge Port Crouesty. We tried our best to communicate with the Capitainerie before entering but realised that the best method of finding a berth was to turn up! Having a sweet little Cornish Shrimper has its advantages in Brittany as the local people like traditional craft. At Crouesty and the other marinas we were met at the entrance by young people in dinghies who had the list of berths available that night and they would invariably find a nice little slot for our vessel of 6.4 metres (with the bowsprit raised). The big plastic white yachts had to make do with the crowded visitors' areas.



It was at the 1,200 berth Crouesty that we picked up our Plaisance Morbihan card. This enables you to book in easily at the Capitainerie at each marina and gives you points for each night. I didn't really believe it would work but it did; our last night was free. The card and the app, that is linked to your card, also lets you gain entry to the showers by waving the card or your phone at the electronic gizmo by the door. The cost of marinas in Brittany was remarkable. The first night, on the 24th August, cost us €19; the shocking thing was that after the 1st September the cost dropped to €12! No longer could I use cost of marinas as an excuse to anchor for the night.

Our plan for the cruise was to visit areas outside the Golfe for the first fortnight and then be inside the Morbihan for the final week so if the weather turned against us we would be near our trailer for the journey home. So on the 25th we set off for Arzal on the Vilaine river. We had a lovely sail with a following Force 5 and then met the melee outside the Barrage d'Arzal. There is a website with all the information you need to go through this large exciting lock although we didn't know that until later. Viewing the Passport Ecluse site is well worth it because it not only tells you when the lock is operating but you can also register your intention to enter it at your chosen time. The lock is governed by the tides and water level on the Vilaine so the times of opening are not regular.



When we arrived at the lock we didn't know when it would open but the vessels milling about by the entrance looked like a maritime version of a French ski queue so we presumed that it would be soon. Then the gate opened and the rush started. Being English in a small boat we hung back as the rest made for the lock. It is large. I am told that it can take up to 30 yachts and there must have been that many in front of us in the queue but we managed to push in and tie up alongside a lovely Guernsey yacht for the passage through. It takes about half an hour for the whole process after which you get out on to the Vilaine which is a large fresh water reservoir masquerading as a river. It is lovely.



On the 26th we sailed up river (that has little current if any) to stop at Roche Bernard for lunch and a look around before going on to Port Foléux. We tried again to make contact over the VHF before arriving but couldn't understand the lady giving us instructions. A passing English speaking Frenchman helpfully told us that all we had to do was look for the man in the "little red boat". This we did and he found us a berth between a Swiss yacht that had been across the Atlantic a couple of times and a British 36 footer. Here we discovered that the French reaction to the British after Brexit seems to be much more relaxed than we had thought. The British boat was permanently moored in the Vilaine and because it was there before 2016 the owners were granted residency status so they can come and go back to the UK as they wish. We started to formulate a plan to make use of the 18 month rule to leave our Shrimper there for some time after taking it to Holland for the 2024 International Shrimpers Week.

The 30th was a sail back down to Roche Bernard for an evening ashore before an early start to make the 08:00 hours opening of the Barrage d'Arzal. Some rain was forecast for the 1st September so we decided to sail across the bay to Piriac sur Mer. A walk along the shore on the 2nd saw a huge number of people with nets getting their supper from the rocks along the tide line. We thought they were looking for the mussels but we discovered that they were also

also filling their buckets with small shrimps.

Variety is required on any holiday so on the 4th we set off for Belle Ile en Mer to get away from marinas and people. The sailing was good but the wind from the east was rising as we approached the island so we went around the south west corner and anchored in a bay known as Port de Pouldon. It is not a port! Just a protected bay where



we dropped our 6kg Knox and went ashore in our canoe to take a walk. A safe anchorage or so I thought but at 02:00 hours I was not so sure as the swell coming into the bay had risen, the tide had dropped, and there was definitely a nasty looking rock not far off our port quarter! Time to up anchor and move so we could sleep a little easier.



The swell coming in off the Atlantic was something that I haven't really noticed on the south coast of England. The wind was nowhere to be seen on the 5th as we drifted and motored west and north around the island but the swell

was a good 2 metres so motor boats came and went in our vision. Once around the northern tip of the island we were protected so could stop for lunch in a bay before trying to get into Le Palais. This is another place that is locked and only open about 2 hours either side of HW. Again there is a rush when the lock opens but we were well prepared this time and being small and good looking found our way in and up through the big boats moored three abreast off the quay into an area with pontoons. Belle Ile is expensive though; twice the price of mainland marinas. We noticed that they even charge for parking cars which we had not seen anywhere on the mainland. The café for supper was good though, another huge plate of moules and frites.



The tourist brochures suggest that there are 50 kms of bike paths on the island. They could be correct but they don't mention that you share them with cars; they are lanes! Nevertheless we had a lovely day of cycling and swimming before returning to the same café for supper. The time had come to return to the Golfe so we sailed back through the entrance on the evening of the 7th September and anchored out of the tidal stream in a bay a few miles to the east of the entrance. We knew that we had to be careful with the tides but had not been able to find a reasonable tidal atlas of the Golfe and were beginning to understand why on that first night at anchor. There are so many islands and bays that the speed and directions of the stream vary quickly and dramatically. We were tucked into a peaceful little bay but less than 50m away the

stream looked a good 5 knots.

The other thing we learnt was the importance of finding out where the oyster beds and their accompanying stakes were located. These aren't shown accurately on the Navionics charts or the local paper chart that we were loaned, but they are shown on the French equivalent of the OS maps. The stakes are dangerous, especially to Shrimpers that like to get into shoal waters to get out of the tidal stream as they are sometimes metal and often just below the surface at HW.

You can sail from one end of the Golfe to the other in a day; we did so on the 8th by sailing from the entrance to Vannes. This is another port that you lock into but by this time we were



experienced navigateurs of French shores so it didn't worry us one little bit. We were met as always by a helpful man in a rubber dinghy who shouted out a berth number for us and in we went. Vannes is a delightful place to visit. The staff in the Capitainerie were very helpful and lent us some real bikes with big wheels to go off to Decathlon to acquire a solar shower. The old town is very picturesque and we had a lovely supper sat next to a couple from the other side of France and were consequently further from their home than we were from ours.

After our night in Vannes with dinner ashore it was time for a few nights anchored off islands of the Golfe. There is plenty of room for everyone

in September, it would seem that the 1,200 vessels in Crouesty are either tucked up in their berths or off and out to sea. Our final sailing day back towards the yard at Baden was delightful despite the lack of a decent amount of wind. The sun shone, we could go for a swim in the warm water when the wind dropped entirely, and we saw another Shrimper. We were thwarted by the tidal stream at one point so



had to anchor until it dropped sufficiently to get through that tidal gate. Then we had a typical Golfe problem. As the tides can go up both sides of an island, if you are trying to get around it there comes a point where you were with the tide then suddenly you are against it. Without local knowledge or a tide table there is no knowing when the tide will change at a specific point so lady luck plays a large part of sailing around the Golfe.

The next day we lifted out and went on our way back to Somerset.



Made in Looe Regatta 14-16 June 2024

Jonathan Brice

STORMS have battered the South East Cornwall holiday and tourism haunts this winter, keeping fishing fleets stranded in harbours for days on end.



25 feet "Valda" cutting a dash as Peter Ferris' Looe-built Polperro Gaffer powers through the water. She is currently under restoration in the Bristol Area.

Historians often disagree over the exact year a fishing industry was established in the picturesque twin resort of Looe but it's fair to say that since the 16th Century grant of a Royal Charter to the old Boroughs, fishermen have been venturing out to sea on the daily morning

high tide and returning just in time to catch the evening currents back to safe harbour.

But when the Met Office's Agnes, Ciarán and Isha and their many friends come out to play the fleet has had to remain moored securely to the harbour walls. Looking around the quaysides it might appear as if everything has stopped. It hasn't of course. Skippers and their crews are not lounging around, binge-watching the latest Netflix series or browsing holiday brochures. No, there is routine maintenance to attend to and an ever-growing tidal wave of paperwork.

It's been a similar winter's tale for the organisers of the fledgling Made-in-Looe reunion event, which over the June 14-16 weekend will shine a light on the town's historic boatbuilding legacy. It might not look as if much is happening but below decks the preparation and planning continues apace. The event is being organised by the Looe-based Cornish Lugger Association which, since 1989, has been staging the biennial Looe Lugger Regattas for wooden, sail-powered fishing luggers (their name comes from their rather unusual sailing rig), many of them now more than 100 years old.

The Association is working in conjunction with several long established organisations, including Looe Sailing Club, which is no stranger to staging National and International dinghy sailing championships (achievements for which they have been shortlisted as National Club of the Year by the Royal Yachting Association); Looe Rowing Club and the Looe Boat Owners Association. In addition, the Looe Harbour Commissioners, custodians of the tidal port, are providing space and logistics, and also waiving mooring dues for the duration of a weekend which will also feature live music on three nights and coincide with a fun-filled raft race on the final day, organised by the Boatowners' Association.

Said Regatta Chairman, Jeff Penhaligon, a former Submariner and Cornwall and Isles of Scilly Harbourmaster: "We have enjoyed such a great boatbuilding tradition in this town over the years that we felt the time was long overdue that it was recognised and celebrated with an event of its own."

The search is now on for those with boats 'Made-in-Looe' which could make the reunion a reality. Already one owner from the Solent and another from South Wales have expressed a desire to return their vessels to their birth port and plenty more in the immediate vicinity of Looe have said that they want to come 'home', too.

From the late 19th Century, boatbuilders like Angear, Pengelly, Ferris and the Pearce family, contributed much to creating Looe's maritime mark. That creativity continued on through later times with the Pearn brothers, Norman and Gerald, and through to Arthur Collings, Frank Curtis, Roy Dann, Clifford Adams, Brian Porter, Mick Marshall, and Andy Skentelbery, amongst many others.

More recently father-and-son, Jim and David Currah's hand-built wooden Cornish Pilot Gigs have filled eight of the top ten positions at the World Pilot Gig Rowing championships on the Isles of Scilly.

Perhaps the best known of all the many master craftsmen from Looe was the Naval Architect Alan Pape, whose designs and builds can still be found in many of the marinas in this country and even further afield. Mr Pape, who died aged 83 in October 2004, had joined the Curtis and Mitchell team when the 'yard was at the old Fish Canning Factory at Millpool, West Looe.

During the second world war, the firm then known as Frank Curtis, expanded to have several boatyards around Cornwall and Devon and was soon building many boats for the War Department, including boom defence vessels,

MFV's for spying, minesweepers, general service vessels, fire boats, and about 1,000 steel and wood barges to populate the European waterways during and after victory in the conflict.

After the 1939-45 conflict, the yard moved further up the West Looe river to become known as Curtis and Pape. Mr Pape continued to be responsible for vessels of all shapes and sizes, among the better known ones being Sir Chay Blyth's 65-ft racing trimaran, Brittany Ferries GB, designed by John Shuttleworth. Launched in 1981, she was floated down river on the early morning tide before being craned over the picturesque arched bridge that links the East and West Looe communities. Sadly, the race-winning trimaran is long gone but many other vessels from the same 'yard could return to Looe this summer.

The Curtis and Pape boats hoping to attend include Bob Shillito's Swift, a 1962-built Chesford Yacht and Launch Co boat, designed by Alan Pape, that is nearby on the River Fowey. "Although Chesford was based in Kingsbridge, Devon, I understand that the boats of that era were actually built at the Curtis and Pape yard in Looe," said Bob. "I was astonished when an elderly guy came up to me in Fowey the other week and asked about the boat, which he had recognised. "It turned out that he was an apprentice boatbuilder at Curtis and Pape in the '60s and may have actually worked on Swift." Bob also said that he had removed the 'hopeless' Stuart Turner engine a few years ago and replaced it with an electric inboard, powered by solar panels." A blend of the traditional with the future," he said.

Another Fowey visitor could be the Guide, a 22ft motor launch believed to be built in Looe by Richard Pearce around 1916, whose owner is keen to discover more about her.

Tim Newcombe's Millbrook-based May Queen, now thought to be the UK's oldest surviving shark angling boat, having been built on East Looe Quay by Arthur Collings in 1936, is another one planning to be at the weekend.

For variation, Mark Haynes' commercial speedboat, Superstar, was built by Gerald Pearn at Morval, near Looe, in June 1972; Cecil du Valle's Composer is a 1978 Seadrift by Norman Pearn; Gill Vivian has Freddy, an 18-ft clinker-built Clifford Adams 1964 boat, now in Fowey; Jack Styche's Joelle B is another Adams boat from the 1980s, and Paul Steeper's Redwing, Songbird, is one of many Adams-built sailing dinghies likely to be present.

The oldest boat could be Andrew Rowe's Muriel (ex-Winnie), a 25-ft Falmouth Quay Punt built in Looe by Peter Ferris between 1890 and 1900, while Paul Eedle's Guiding Star is a 39-ft Cornish Lugger, built by James Angear in 1907, and the Brickhill family's famous Guide Me was built in Looe by Peter Ferris in 1911.

Meanwhile, the regatta weekend also plans to feature musical entertainment, food stalls and demonstrations, all based around the Quayside Centre on West Looe Quay, known locally as 'Mally's Shed' after the late Looe Harbour Commissioner, Mally Toms, who instigated that project.

Said Lugger Association vice-chairman David Darlington, himself a Looe boatbuilder: "We are going to entertain our visiting boat skippers and their families, as well as local residents, with three full days of entertainment at Mally's Shed, where a variety of non-stop live music will play from about 3.30 pm each day to 10.30 pm." Refreshment outlets will be on hand and Looe Sailing Club members are providing the licensed bar. "We already have Pete Flukes' famous 1960 and '70s band Roadrunners getting back together and we are also very close to tying up all our headline acts, and many others" said David.

Anyone with a Looe-built vessel can register their interest (without obligation) by e-mailing details of their vessels to Paul Pengelly at: office4luggers@btinternet.com. They will then be kept informed of full details as the regatta plans are firmed up in the months ahead.

Meanwhile, the regatta weekend also plans to feature musical entertainment, food stalls and demonstrations, all based around the Quayside Centre on West Looe Quay, known locally as 'Mally's Shed' after the late Looe Harbour Commissioner, Mally Toms, who instigated that project.

Said Lugger Association vice-chairman David Darlington, himself a Looe boatbuilder: "We are going to entertain our visiting boat skippers and their families, as well as local residents, with three full days of entertainment at Mally's Shed, where a variety of non-stop live music will play from about 3.30 pm each day to 10.30 pm." Refreshment outlets will be on hand and Looe Sailing Club members are providing the licensed bar. "We already have Pete Flukes' famous 1960 and '70s band Roadrunners getting back together and we are also very close to tying up all our headline acts, and many others" said David.

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For Sale

Isobella



'Isobella' Laurent Giles Jolly Boat 15.75'
built 1988 OGA no. 1688 Price: £4,650

Reluctantly selling much loved Isabella, an excellent family gaffer with a deep roomy cockpit for 4 – 6 adults or a sizeable family with children. She is built to a high specification of marine plywood with mahogany gunwales and laid teak decks fore and aft. Lovingly restored over the past few years with professional finishing by Gweek Classic Boatyard, she now needs a new owner to take her back on the water.

She comes with traditional tan sails (foresail on bowsprit, main, mizzen and topsail) and some 140kg of bagged lead ballast for trimming. All spars are in good condition and would benefit from a coat of varnish. The outboard engine needs servicing.

Engine: 4HP Long Shaft Merlin Petrol Outboard (in well) Ballast: c140kg bagged lead ballast Anchor: With plenty of chain and warp Rigging: All running rigging Bilge Pump: Whale: manual Floors: Wooden: anti-slip painted Lying: Helford

She has a galvanised steel centre plate/drop keel with winch in good condition. With the plate up, she will take the ground safely. Included is a road trailer with ball hitch, winch, spare wheel and jack.

Contact: Mike Sanders Hewitt mikesandershewett@gmail.com
register entry: https://www.oga.org.uk/boat_register/boat/?oga_no=1688

01326 231228 Boat

Events

SWG Fitting Out Lunch

13 April Brixham Yacht Club

The traditional start to the sailing season. An occasion to meet up with old friends and new. There will also be a talk on the Round Britain Cruise 60.

Contact: David Patuck and Paul Jolley swsec@oga.org.uk

Brixham Heritage Regatta

25-26 May Brixham

Contact: www.brixhamheritageregatta.uk Penny Jolley

Falmouth Classic (West Country Classics series (1 of 3))

14-16 June Falmouth

Contact: www.falmouthclassics.org.uk Chris Williams

Made In Looe Regatta

14-16 June Looe

For more details, see the separate article.

Contact: Paul Pengelly office4luggers@btinternet.com

SWG Helford Rally

17-18 June Helford River

The Rally will commence with a barbecue at Pedn Billy Beach on 17 June where, as per normal, the SW Gaffers will provide salad and puddings (bring your own mains). The racing will take place from midday 18 June in the Helford approaches using the Voose Cardinal as start lines (weather dependant). Prize giving will be at 1830hrs at the Helford River Sailing Club.

Contact: Tim Price timpriceabroad@hotmail.com

Dartmouth Classics (Channel Classics Regatta) (West Country Classics (2 of 3))

18-19 July Dartmouth Royal Dart SC

Contact: www.classic-channel-regatta.eu Tel 01803 752496

SWG Plymouth Rally

26-28 July Plymouth Mayflower

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Contact: swevents@oga.org.uk

Fowey Classics (West Country Classics series 3 of 3)

30 July-2 August Fowey

Contact: www.foweyclassics.com

Netherlands OGA20

3-17 August Netherlands

Contact: Rik Jannesen inst@a4all.nl

SWG River Dart Rally and Dittisham Regatta

16-18 August Dittisham

[TEXT]

Contact: wearesailing@gmail.com

Royal Dartmouth Regatta

24 August - 1 September Dartmouth

Contact: www.dartmouthregatta.co.uk

Gaffers Event (Dartmouth sailing week)

30-31 August Dartmouth

The organisers of Dartmouth Sailing Week (part of Dartmouth Royal Regatta), have let us know that, after many years, they are now able to make it easier for gaffers to berth for the Gaffer & White Sail races on the 30th and 31st August. There will be a dedicated mid-river pontoon.

Contact: For more details and to book email: info@dartharbour.org and for more information www.dartmouthsailingweek.com/competitors-information/
www.datmouthsailingweek.com

Brixham Heritage Rally

7 September Brixham

Contact: Penny Jolley www.brixhamheritageregatta.uk

SWG Laying Up Lunch and AGM

16 November Fowey Golants SC (TBC)

The traditional end to the sailing season.

Contact: David Patuck swsec@oga.org.uk

Photo Credits / References

DP David Patuck

OP Oliver Peterken

BR Barbara Rennalls

DS David Sedaris



Cotehele (OP)