



# The English Braids Falmouth Classics Newsletter

## Vice Chairman's Welcome

I would like to say a big thank you to all the participants, particularly those that tussled with the strong northerly winds at the beginning of the week to get to Falmouth. The collection of vessels that gathered in the Falmouth Haven, on Port Pendennis Marina, on moorings and at anchor were varied in age, design and purpose and seem to become more interesting each year. I would also like to thank our generous sponsors and advertisers who enable the event to happen, as well as the organising team and volunteers who ensured everything ran smoothly and safely.

I hope everyone enjoyed the event - the faces on the many photographs would suggest that you did. From all of us at the Falmouth Classics Association, we look forward to welcoming you for next year's Falmouth Classics from 12th- 14th June 2020.

Best wishes for the remainder of the 2019 sailing season.

Don Garman

Vice Chairman, Falmouth Classics Association



## 2019 Entries

This year saw 190 classic boats taking part, maintaining the entry level of 2018. The Falmouth Classics is likely to remain the largest classic sailing event in the UK for a third year.

Entries came from France - particularly Brittany - the Bristol Channel, West Wales, Essex, the Thames, the Solent and other parts of the South West as well as the Fal and the Helford. There were over 100 boats berthed, moored or anchored in [Falmouth Haven](#), [Port Pendennis Marina](#) and at the [Greenbank Hotel](#). 43 of the entered vessels were built before 1940, with many on the National Register of Historic vessels.

The oldest boat participating was the Lowestoft Lugger "Gleaner" built in Porthleven for the Lowestoft drift fishery in 1878. In 1898 she was sold to Norway and much later was due to be destroyed in Hamburg. An enthusiastic young Penryn shipwright rescued the vessel and packed up all the pieces into a container and proceeded to put her back together. Racing with the other big luggers she was second in her class.

"Bonita", built by Crossfields of Arne in 1888, was the oldest boat in the event built for racing. Owned by the same family since 1937, she has never been rebuilt only maintained. "Bonita" had been sailed west from Faversham in Kent to participate. The longest journey accomplished to participate was by "Alberta" CK 318, a Colchester oyster smack, which sailed from the River Blackwater in Essex. She was built by Aldous of Brightlingsea in 1885. "Alberta" was chosen as the best presented yacht during the parade and won a bottle of champagne. She was also second overall in her class.



"Skellig", based on a 1940s lobster boat represented Falmouth's twin town Douarnenez. Distinctive in shape, her blue, black and white paintwork was striking in the water. She was crewed by those who built

her and skippered by Herve Prat. Built in 1958, Portsall life boat, "Yvon Salaun" stood out in her green and orange livery. Her crew were popular with both participants and the public and made good friends with the Falmouth lifeboat crew.



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## Racing

The wind provided some competitive and exciting racing on both Friday and Saturday, with fantastic feedback from competitors on the good courses and excellent radio instructions.

127 boats were entered to race, with 100 boats participating in at least one of the three races. In any one race there were at least 87 boats racing in one of 13 classes.

There were a few queries about class allocation and finishing times, but all have now been resolved. To see the race results, visit the [results page](#) on the website.

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## Royal Navy Presence

There was an increased Royal Navy presence with HMS Middleton, a Hunt Class mine counter measures vessel and P2000 patrol vessels HMS Trumpeter and HMS Biter in port. The two patrol vessels led the Parade of Sail and Power on Sunday. HMS Middleton welcomed community groups as well as Classic's organisers aboard for tours of the ship. Lieutenant Commander Irving took part in the day prizes at the Royal Cornwall Yacht Club on Saturday, presenting the Past Commodore Bob Collings with the ships

crest.



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## Receptions

The Falmouth Haven reception was well attended on Thursday evening. Treen's Sunbeam and Classic beers were great hits whilst 350 Choak's pasties were consumed and "Rum and Shrub" entertained aboard the recently built Thames barge "Snark".

The Cornish Distillery Company's reception in the Council Chamber and Falmouth Art Gallery also had a fantastic turnout. Head distiller Tom and his apprentice made many rum cocktails during the evening and the Polgoon wine proved popular. The tasty light bites provided by Gallery Director Henrietta Boex did not last long!

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## Rowing and Sculling

The rowing and sculling competition drew an increased number of participants this year including teams from HMS Trumpeter and HMS Middleton. Participants rowed and sculled from a start line at RCYC towards the Greenbank Hotel. The skipper of "Hardiesse" once again saw off all other competitors with his sculling ability, whilst the Royal Navy was unable to challenge local rowers in the paired rowing. The event created much hilarity and encouragement from the onlookers.



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## Pontoon Opening

Public were once again able to see the participating boats up close during the early part of Saturday morning and late afternoon. "Snark", the recently built Thames barge, "Hardiesse", the Falmouth sail training ship, and French Lifeboat "Yvon Saluan" welcomed interested visitors on board. Funds were raised for both the RNLI and Coast Medic.



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## Tilley Maritime Village

The Tilley Maritime Village proved to be very popular once again. With a heavy footfall, the exhibitors remained busy throughout the event, showcasing their products, chatting with members of the public and giving demonstrations.

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## Parade of Sail and Power

Early on Sunday morning the weather reports were studied and it was decided to use the inshore course. The parade was spectacular, with many smaller vessels reefed whilst the pilot cutters sailed under full sail. The Royal Navy Patrol vessels led the parade, followed by the RNLI and French vintage lifeboats and the Cornwall Fire and Rescue Rib. Next was was the 1895 Cowes tender "Constance", followed by the large

gaffers and Bermudan rigged vessels and finally, the classic motor boats. "Merita", the 1936 Mevagissey-built motor yacht, was chosen as the best presented motor boat. She was commissioned by a Naval Lieutenant living in St Just in Roseland. This was her first return to her home waters in 80 years.

All those who were aboard MV "Moyana" were provided with a splendid sight of the parades. Guests included the High Sheriff, the new Chair of Cornwall Council, the Mayor and Mayoress of Falmouth, sponsors and Sailing Club Commodores.



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## Small Boat Parade

Numbers were reduced for the Small Boat Parade due to the weather, however ILB "Eve Pank" and tender "Constance" provided the turning marks for some very interesting craft. A commentary on Custom House Quay helped observers to spot specific boats as well as learn more about their interesting history. The National Maritime Museum's fleet included the gentleman's launch "Jonik", "Miss Healey" a racing boat built by Donald Healey the car manufacturer, a beautifully renovated Royal Naval Sailing Association Dinghy and Bligh's Tribute which rowed and sailed around the course. A 1930s Whaler, "Swan", built in Malta, renovated in Falmouth Marine School, rowed the course with crew appropriately attired - she won the best dressed crew award.ewe b

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## Prize Giving

Participants crowded into the NMMC at 15.00 on Sunday for the final prizegiving. Prizes were presented by Justin Jones English Braids UK and European Sales Manager. Overall winners not only took away trophies and glassware but also bottles of Dartmouth English Gin.



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## Photography

The event was very well photographed this year. Max Willcock and Lucy Parfett were the official photographers. Both are students at the Falmouth University Institute of Photography and members of their agency [Mayn Creative](#). Their work will be available to view on the [website](#) shortly.

Doug Jackson aboard “Kate Rose”, the MK11 Crabber 24 in K Class, managed to take some images “between marks”. Do have a look at his excellent collection on [his website](#).

Nick Gill was also out on Saturday and captured some fantastic shots. do visit [his website](#) and take a look.

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## An Offer From Ratsey and Laphorn

"It was great to see you all and Ratsey and Laphorn were delighted to be a partner for the English Braids Falmouth Classics this year. As a thank you, we have agreed an exclusive discount of 10% on any sail needs you may have, be it repairs, covers, new sails etc. We look forward to seeing you next year." Steve Meakin

Please contact Ratsey and Laphorn for any enquiries. To be eligible, your boat will need to appear on the participating boats list on the website and initial enquiry made within 6 weeks of this notice.

[Steve@ratseyandlaphorn.com](mailto:Steve@ratseyandlaphorn.com)

[www.ratseyandlaphorn.com](http://www.ratseyandlaphorn.com)

01983 294051

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## A Date for your Diary

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