

GAFFERS & LUGGERS

Sailing with a Sense of the Past



18' Tosher

16' Clovelly Picarooner

14' Oyster Dredging Punt

Established by T.R. Heard in the 1960s

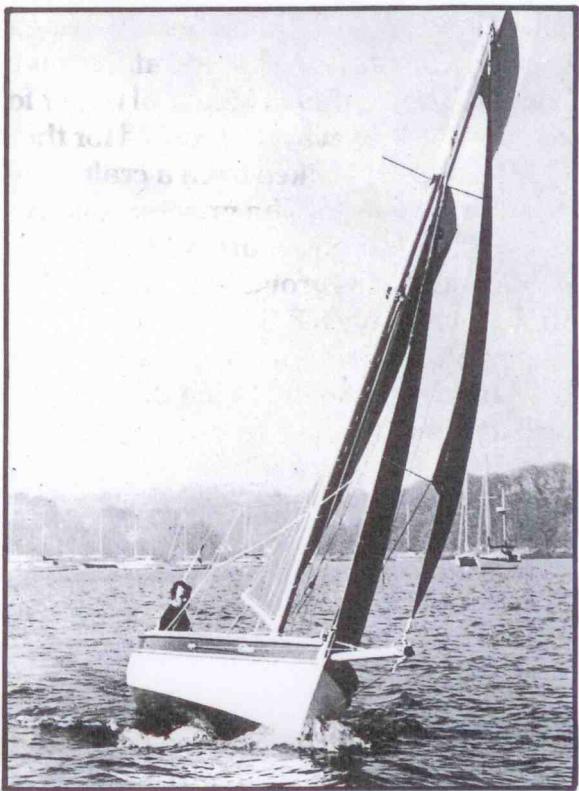
All craft are based on their wooden counterparts

Increasing Popularity

A growing demand for small traditional craft, easy to handle, pleasing to the eye, at a realistic price led to the birth of our Tosher, Clovelly Picarooner and Oyster Dredging Punt. The lines for all these boats have been taken from their wooden counterparts, which were originally worked providing their owners with a good living.

The Tosher (18'6") was originally Lugger rigged but demand led to the adaption to a Gaff Cutter; this proved more popular than the Lugger rig as the Gaffer is raced locally in the "Old Gaffers" class. The mould was taken from an old Mevagissey Tosher, "YoYo".

The 15'6" Clovelly Picarooner is a sturdy Lugger rigged craft. The lines were taken from a Picarooner lying in Clovelly Harbour. It is ideal for the family, easy to sail and economical to run.



'Glen' during sea trials. Tosher: racing rig



'Coracle' sailing in Carrick Roads

The 14' Dredging Punt is the latest addition to our range. A 45-year old dredging punt was lovingly restored and the mould taken from it. This punt has worked hard for a living, dredging for oysters in the upper reaches of the Fal during the winter months. It is an ideal tender, easy to row and a good carrier.

Combining traditional designs with modern materials we have been able to meet the public demand for practical, seaworthy craft at a realistic price.

Tosher

This 18'6" craft is a great favourite locally and is available as either a Gaff Cutter or a Lugger. The Tosher is identical to her fore-runners in every way; the mould for the G.R.P. boat was taken from a craft over a hundred years old. The previous owner worked her for nine years, sailing daily to the pollack and bass grounds off the Manacle Rocks, with only a 3.5 Kelvin when the wind was light. This roomy, able sea boat is best when used for sailing, lining or crabbing, as well as being an ideal family day sailer.

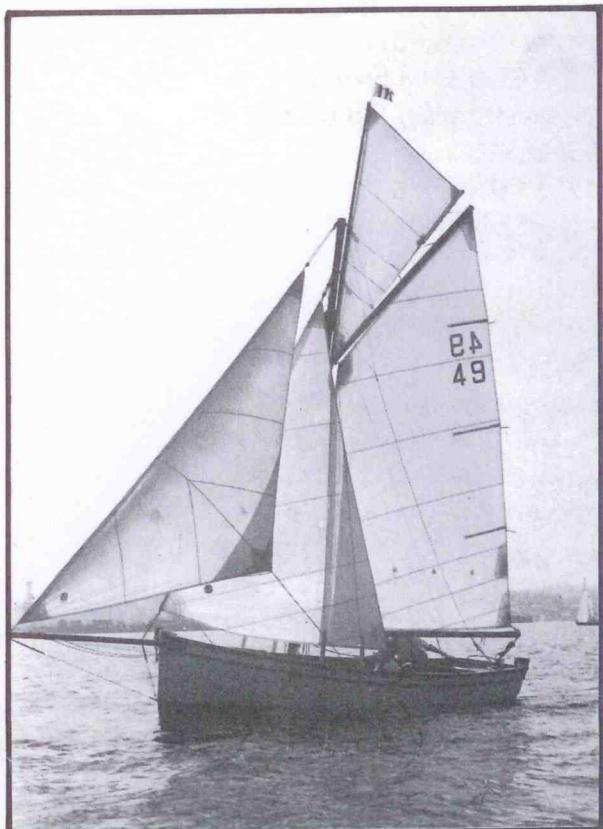
GAFFER

In appearance this popular boat with its pretty heart-shaped transom and deep keel resembles the Falmouth Working Boats in miniature. A fast and seaworthy boat, it races locally in the "Old Gaffers" class with great success.

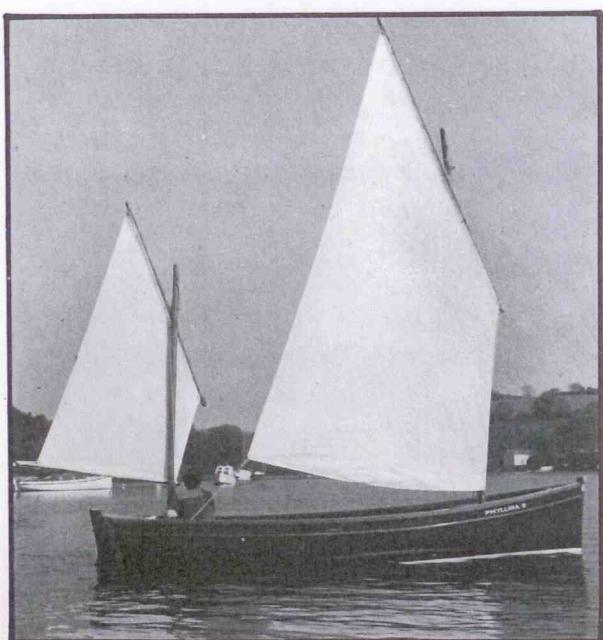
3/4 decked with locker space under the fore and after decks for stowing the necessary gear.

Available with two size rigs:

The standard cruising rig, and for those who wish to race, a larger racing rig.



'Clementine racing off Falmouth Docks



'Phyllira' sailing in Mylor Creek

LUGGER

The Lug-rigged Tosher with its loose footed mainsail and mizzen makes it the simplest of boats to handle. The absence of a boom allows easy movement in the spacious cockpit: 1/2 decked with lockers under the fore and after decks for storing gear. This rig is perfect for those who like to take life easily, taking in their surroundings; it will keep head to wind with only the mizzen set.

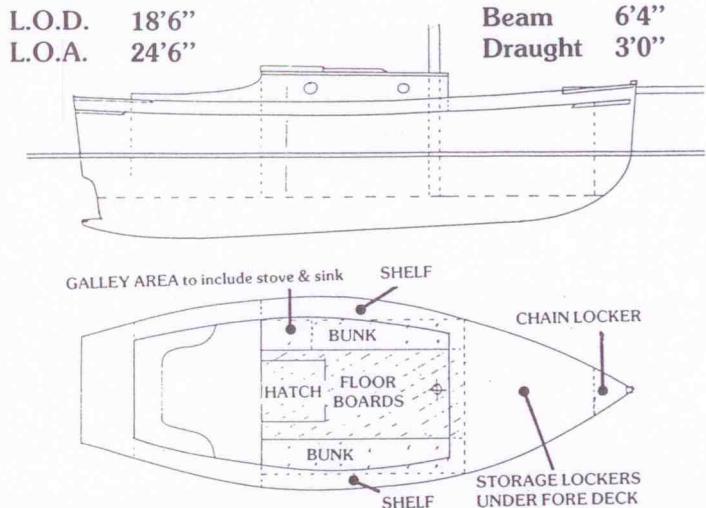
When the wind is light there is a choice of auxiliary power; an outboard fitted to a bracket on the stern of the Tosher, or, we recommend, a 10h.p. inboard. These are not fitted as standard; we feel that it is the customer's right to choose.

Tosher

With the addition of a 6' coachroof the Tosher is a must for weekend cruising. Smart Iroko cabinsides with four fixed brass portholes and two bunks with berth cushions (choice of fabric). It provides adequate storage with a chainlocker forward, storage lockers under the foredeck and a locker under the after deck. A hardwood sliding hatch and handrails add the finishing touch to this appealing craft. It can be fitted with a small gas stove and sink if the customer requires.

18'6" TOSHER (standard cabin)

L.O.D. 18'6" Beam 6'4"
 L.O.A. 24'6" Draught 3'0"



Specifications

The hull is of G.R.P. construction, lay up is by hand with each cloth overlapping its neighbour by 2". 7½oz per square foot on the topsides and 15oz per square foot on the stern, stem and keel areas. A ton of ballast is encapsulated in the keel for the full length. The deck is of G.R.P. and this is fastened to the bulwarks and capped with hardwood. On the outside, at deck level, a hardwood belting is fastened. All woodwork is varnished to a high standard; the mast and spars are solid Columbian pine. The iron work is made at the yard and galvanised; the standing rigging is stainless steel and running rigging is 8mm polyhemp through Tufnol blocks. The Tosher comes supplied with fenders, a bilge pump, legs, anchor, warp and a boat hook.



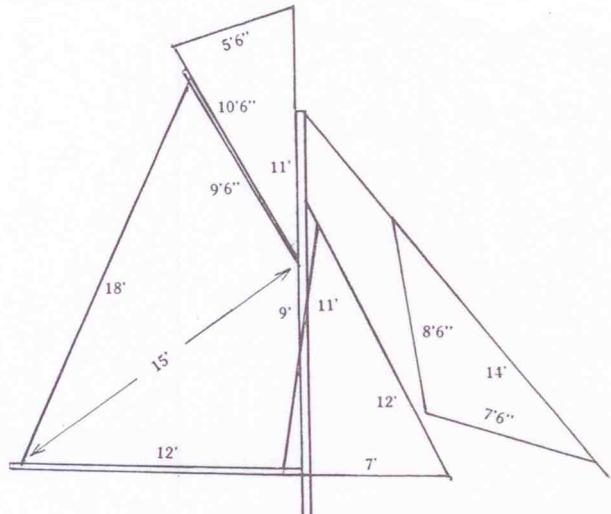
'White Heather' on her moorings in Mylor Creek

Tosher

Standard Cruising Rig:

Sail Area 217.75 sq. ft.

18' 6" Tosher Standard Sail Plan



Length of Spars

Mast	20'0" (overall)
Boom	12'6"
Bowsprit	9'0" (overall)
Gaff	10' 0"

Sail Areas

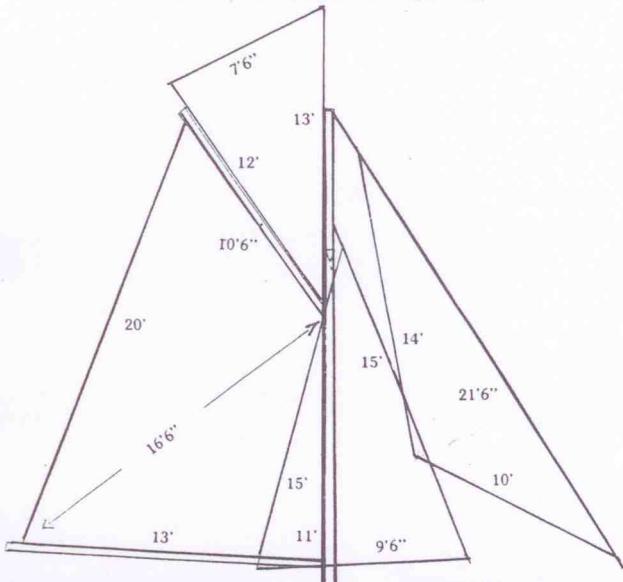
Mainsail	123.25 sq.ft.
Topsail	29 sq.ft.
Jib	28 sq. ft.
Staysail	37.5 sq. ft.



'Clementine' off Falmouth in her racing rig

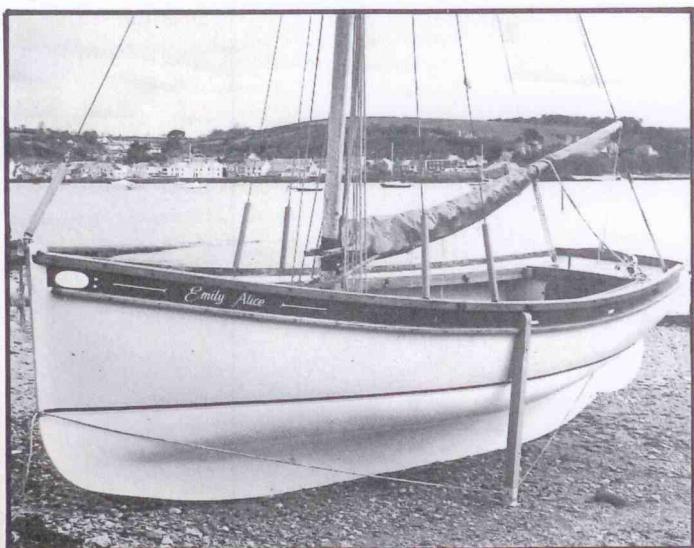
Racing Rig: Sail Area 327 sq. ft.

18'6" Tosher Racing Rig Plan



Length of Spars

Mast	25'0" (overall)	Mainsail	158 sq. ft.
Boom	13'6"	Topsail	45 sq. ft.
Bowsprit	9'0" (overall)	Jib	56 sq. ft.
Gaff	11'0"	Staysail	67.5 sq. ft.



'Emily Alice' on the beach for a mid-season scrub