

A brief history of Fowey harbour

1869 to the 2nd World War

1st August 1869. The first meeting of the newly formed Fowey Harbour Commissioners was held in the Town Hall. Dr Treffry was elected chairman. (See List of Chairmen and Harbour Masters) Harbour dues were set. These were painted and displayed in Fowey and Polruan and W.Hicks was appointed the first Harbour Master.

Much of the early period was spent sorting out the new structure and in discussions with Lostwithiel Council who had run the harbour until then re the changeover. The later were paid £40 in compensation as a result of the changeover.

FOWEY HARBOUR ORDER, 1869.		
Statement of Receipts and Expenditure from 1st January, 1869, to 31st December, 1869.		
	£	s. d.
To Harbour Dues received	376	5 6
By Harbour Master's Salary	25	0
„ Clerk's Salary	12	0
„ Collector's Salary	27	9
„ Auctioneer's Salary	3	3
„ Repairs to Harbour	33	13
„ Lighting Whitehouse Light	5	5
„ Gas	13	18
„ Registering Barometer	2	12
„ Printing and Stationery	15	14
„ Rent Rates and Taxes	8	19
„ Life Boat Subscription	1	1
„ Legal Expenses	1	3
„ Charts and Statutes	3	5
„ Stationery	2	3
„ Balance	419	17
	1076	5 6
		1076 5 6
ABSTRACT OF ACCOUNTS.		
	£	s. d.
To Amount brought down	419	17 9
„ on Deposit, 31st December, 1868	1375	0 0
	1794	17 9
By Amount on Deposit, 31st December, 1869	1675	0
„ „ in Treasurer's Hands, 31st December, 1869	119	17
	1794	17 9
	1794	17 9
		1794 17 9

W. W. DINGLE, CHAIRMAN.
W. J. GRAHAM, CLERK.

Examined and found correct, 14th January, 1870.
HENRY HICKS, ATTORNEY, BOARD OF TRADE.

In **May 1870** a buoy was placed on Fowey Rock off Caffa Mill which was a hazard to shipping. This rock restricted vessel movements. There was also a light at Whitehouse known as Fowey light and the first lamplighter I.M.Snell, was appointed at 2/- per week in the same month.(see history of Lighthouses)

In **January 1871** the Royal Lifeboat Society offered a barometer for the port of Fowey. It was recorded as being fixed in a window of Market House facing North by consent of Mr Treffry. In the February the Commissioners wrote to the Elder Brethren of Trinity House requesting a beacon to be placed on Cannis Rocks and a buoy on the Udder Rock. This was refused.

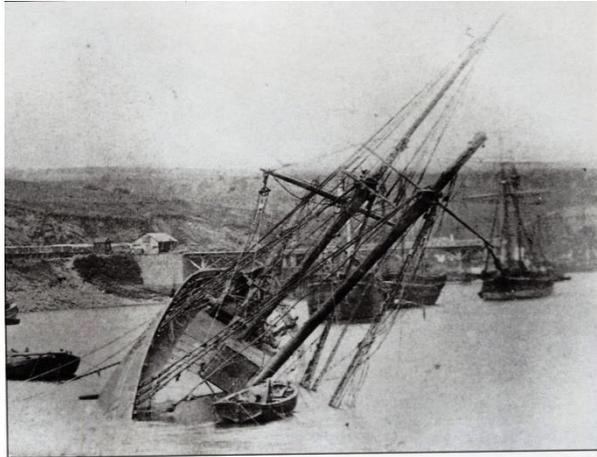
In early 1874 the first discussions re dredging took place and in **May 1874** an advert was placed for the hire of a dredger.in the august meeting it was decided to delay taking this forward.

The first tide gauge was established in **November 1875** when marks were placed on the outside of town quay.



Early in **1876** the first explosive and petroleum byelaws were passed. Cornwall mineral Railways also erected lights on their quays and were given permission to erect a new jetty.

In **May 1878** a schooner sank on hitting Fowey Rock and the commissioners consider blowing it up with advertisements being place in local and shipping papers inviting tenders. Whilst several tenders were received nothing happened due to the cost.



Sailing ship on Garn Rock off Caffa Mill. This reef was removed with the aid of explosives in 1969.

In **1882** ships mooring buoys were laid in the Harbour in Lew Roads, Underhill at Prime Cellars but restriction of no more than four ships to a buoy.

On **11th February 1882** there was a tremendous gale and a Russian schooner was moored incorrectly alongside the sailing ship Novia Scotia. The latter's anchor cable parted along with the rope to the shore. The Russian vessel broke adrift from the Novia Scotia lying across her stern and to the north of the buoy. This happened at high tide and as it turned the buoy wrenched from its position and both vessels grounded. They were re-floated and re-moored when the weather abated.

In **December 1883** the Commissioners wrote to the Board of Trade asking whether they still had to pay Lostwithiel the £40 a year as they now had a new charter. Various correspondence and discussion on this topic continued through the following year and into 1885. In January 1885 the Commissioners offered £300 in compensation to Lostwithiel if the annual payment ceased. This was rejected and the offer was raised to £350 and a one off payment of £20 cash on Ladyday. Agreement could not be reached and it was proposed that the matter be arbitrated by the Board of Trade with the Commissioners agree to abide by its decision. On **24th March** the Board of Trade wrote saying that it was their decision that the Harbour Commissioners should pay £350 by **1st May 1885**. Lostwithiel would get their charter. The matter was finally resolved in the September.

In **September 1884** it was recorded that there was a new railway line into Fowey which opened up cargo from more china clay districts. There would be increased trade but the harbour was now shallower. Dredging was once again on the agenda and at the meeting on **18th January 1887** it was agreed that the harbour should be dredged and the Chairman was authorised to obtain a pro forma contract for doing so. A discussion took place with Falmouth Docks co and by the end of the month and a pro forma contract was submitted by the Secretary of the Public Loan Commission Morgagers of the dredging plant. Following this and after declining other offers discussions took place over terms of hire of the dredger "Briton" and hoppers Pendennis and Greystone .(see history of dredging)

It would appear that Town quay was operated by a lessee as in **1887** and the Commissioners wrote indicating that greater supervision should be exercised over sand and stone landed over the quay and that the lessee was responsible for removal of debris falling or thrown into the harbour. The

matter of dredging continued into **1888** with surveys of plan .Dredging of town quay was also discussed particularly to allow ferry to Polruan to use it. The ferry men used a pier at Whitehouse which had a pontoon on it. This was washed away in a storm in the **winter 1887**.Mr Pearce of Colonel Fortesque offered to pay half the costs of the rebuilding of the quay at Whitehouse.

Mr W.J.Graham, solicitor, was appointed Clerk to the Commissioners on **10th January 1889** at £12 p.a. starting a long association with the Grahams serving the Board.

A survey of the harbour was carried out by the Harbour Master Captain W.F.Hannan from Panches Cross to the hospital ship moored in Wisemans Reach and presented to the Commissioners at their meeting on 13th February 1889 .Comparison were made against the 1813 chart to see how much the harbour had in fact silted up. The channels were as deep but had narrowed. .This meeting was at the clerk's offices in Fore Street but meetings often took place in the Town Hall when the public could attend. At the same meeting it was resolved to apply to increase borrowing powers from £2000 to £10000 in anticipation of dredging. The Duchy of Cornwall was approached regarding permission to dredge the harbour as they owned the fundus. This was granted in February 1890 at a fee of £1 per annum. At about this time the commissioners learnt that the Falmouth dredger "Briton" had been re-boilered so negotiations were reopened. Permission was also given to Great Western Railways to build a new jetty between Nos 1 and 2 jetties.

In July 1890 Trinity House inspected the Fowey Light from seaward to see if it was working well. Shortly afterwards the Commissioners endeavoured to get Trinity House to build a lighthouse at St.Catherines Point without success. Various discussions and many meetings ensued without a firm decision to start dredging. March 1892 saw the Commissioners buy an iron hopper from the Corporation of Preston for £1200 and a new light at Whitehouse. An application was also made to Parliament for a new Provisional Order. In the May permission for a proposed landing stage at Town quay was considered and it was noted that Mr Treffry had requested the plans for consideration. Harbour Office premises were also being sought at this time with meetings continuing in the clerks offices. Mr W.S.Rillston and his son were involved in drawing up plans for the build on town quay. In December 1893 consideration was given to establishing urinals at the Whitehouse ferry landing and Mr Quiller Couch wrote requesting the same. The following year permission was granted for the lengthening of passage slip although there was disagreement on whether it was owned by Mr Fortesque or Mr Treffry.

Blowing up Fowey Rock came back on the agenda and the Commissioners agreed to a proposal. Captain Hannan objected but was overruled. In return he then objected to the provision of the urinals at Whitehouse saying it was not a shipping matter. After diver inspection the plan to remove the rock was deferred and a new buoy place to mark it. Mr Treffry offered to lease town quay and the Market house with dues to the commissioners. This was withdrawn later after the decision to look at the Commissioners powers to lease. In the November the passage slip plan was shelved as Mr Fortesque declined contributing to the improvements.

In March 1895 it was agreed that 10 guineas a year could be collected and paid to Fowey Cottage Hospital and called Medical Advice and Attendance of Destitute Seaman Fund. The Board of Trade said it wasn't proper use of Harbour funds. The amount was therefore reduced to one guinea.

A new fish quay at Carne Point was considered and approved in the October meeting depending on the state of the beach north of Brazen Island. It was established that some 600 tons of material would need to be removed to construct a quay.

In January 1896 2 sites for new offices were considered one at Albert quay on a 94 year lease at £12.10.0 p.a and the other at Town Quay also for 94 years at £9 p.a and £100 cash. This was considered the preferable site and an architect was engaged for plans of each building. After the plans were submitted the Albert quay site was chosen as preferable. And a lease was signed on 25th March 1896. In March 1897 a tender from John Isbell for £353 was accepted to do the building work. In August that year furniture was purchased including the office desk for £8.10.0. It remains in the office today. The commissioners agreed to decorate the offices and Albert Quay for the Queens Diamond Jubilee but with not more than 2 dozen flags.

In February that year the commissioners set up their first Dredging Committee with a view to them considering all matters for the forthcoming dredging programme and to make recommendations to the Full Board for approval. Dredging finally got underway mid-1896. In August a loan towards paying for the dredging of £4000 at 4% per annum from Devon and Cornwall Bank was arranged. It was later increased by another £2000 on a proviso that the Commissioners moved their current account to the Banks Fowey branch. During the works frequent disputes arose regarding repairs to barges, buckets and delays. Additional barges were sought and inspected.

December 1897 saw the Commissioners carrying out repairs to the Inches Quay landing used by the ferry men Mr Isbell was engaged once again this time to oversee the work and seek tenders. He resigned his position as clerk of works in February 1898. At this time the commissioners were meeting every two weeks to deal with decisions needed whilst the dredging work progressed.

In May 1898 The Commissioners met the representatives of fishermen concerned that the ballast and dredged material was affecting their grounds. The fishermen were Messrs Climo, Cornelius Pill, Wm Rich. Wm Climo, Wm Jackson, Wm Hen Pill and Ernest Dunn. A site 3 miles from the shore was proposed keeping old Fowey Castle open until Lantivet watch house seen and then make a line from Windmill over Polruan Peak. The commissioners agreed to go to the proposed site for a view of it. Later in May 1911 more meetings were held and the site at Lantic Bay was discussed. Cornwall fishery. In 1925 there were further moves re the use of Lantic bay and the Cornwall Sea fisheries committee finally agree to a mile square block off the bay being designated.

In August that year after several site meetings plans were drawn up for Polruan Quay Slipway produced by Mr Isbell and sent to the Board of Trade for approval. Work on the hard joining the Yacht Club also commenced at this time.

March 1899 saw the jetties being lighted at night for the first time as unlit they were considered a hazard when moving vessel. The Hazard of Fowey Rock off Caffa Mill Pill was discussed again and a new buoy placed using two chains. A steamer hit it in 1902 and there were further moves to blow it up.

In 1900 the Polruan Quarry eventually closed after much discussion and the site was leased to the Fowey Coal and Supply Co. There were concerns material would go into the harbour from the quarry if not attended. The owner owned a hulk and a steam hopper.

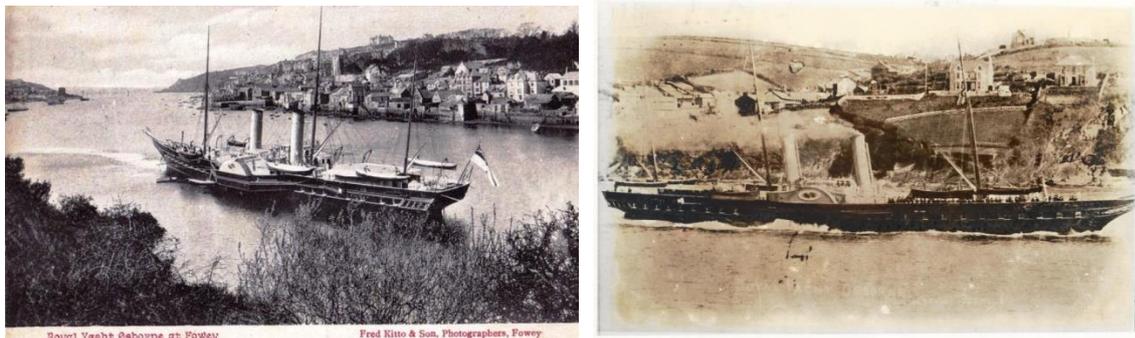
August 1901 saw a shed being provided at Whitehouse for people using the ferry as there were bathers frequently exposing themselves. The commissioners sought the help of the Council in dealing with the matter.

1902 saw the first moves to establish a light at St. Catherine's. The initial proposal being to move the harbour light at Whitehouse to a new site. Trinity house were approached. The Potato Patch was

suggested and it was agreed a qualified engineer should attend and make recommendations. A Mr Douglas was engaged.

A new gridiron was also proposed to be sited at Upper Carne Beach, Pont and both Mr Fortesque and the Duchy of Cornwall were approached re the foreshore. In March 1903 leases for both the lighthouse and the gridiron were agreed.

The Royal Yacht "Osborne" visited the harbour in April 1904 mooring under the hills.



In January 1906 the brigantine "Mary" was wrecked at St. Catherine's Point. The Polkerris Lifeboat was unavailable. Ways of better communication were looked into between Fowey, Polruan and Polkerris. By 1906 after much discussion it was agreed two rockets would be fired at Polruan and they would be provided by the commissioners together with day time signals indicating east or west. A salvage steamer was engaged to remove the wreck. Later in 1911 it was agreed the following signals would be used. A cone on the east end of the yard signalled distress to the East whilst one on the west in that direction. If the cone was hoisted at the top of the flagstaff it was to the south. At night two rockets signalled to the east and three to the west whilst one and a flare was the signal for the south. The coastguards in 1912 also added gale warning signals to the warnings given.

In May 1907 Mr Slade suggested that a wall be built to protect the Whitehouse slipway and a committee was appointed to look into ways and means to achieve this. There was little progress until 1913 when revised plans were submitted and approved. Tenders were received in October 1913 and the lowest from Mr John Aldernay was accepted with a copy of the plan being forwarded to the Duchy of Cornwall. Work commenced in 1914 on the new construction and it was agreed that a light would be provided at the end in rough weather. Early on there was a concern about the quality of cement being used and then it was discovered that a wrong scale had been used in working out measurements. The slipway was completed less granite copings in July 1914 and the public allowed to use it before the August Bank holiday. A gate was provided to stop the public access the sea wall being built. The cost by then was £1737.13.11d

Following a letter from the Polperro Harbour Commissioners in November 1908 support was given to an application to Trinity House to place a bell buoy on the Udder Rock. The Fowey Commissioners suggested it be lighted. Trinity house agreed and the buoy (unlit) was placed there in the February the following year.

In October 1909 A.C.Quiller Couch was appointed as Chairman of the Board. He had joined the commissioners in December 1903.

In March 1911 the Commissioners meeting was held on board the Tug Countess of Jersey to inspect and discuss the proposal to build a large jetty above no 7 jetty (to be known as no 8). GWR would carry out the scheme and the commissioners agreed to carry out any dredging required. A draft bill

was drawn up in December 1912 to which there were no objections. This became the GWR Bill of 1913 and dredging at the top end of the new No8 berth commenced in April 1913. Work largely stopped during the war but restarted in 1919 when men became available and pressure was applied on GWR to improve capacity. By early 1920 there was still 18 months of work to be completed but the need to dredge deep water up to the berth was being addressed with the commissioners seeking new and better plant.

That year the Commissioners contributed to the purchase of a steam fire engine for the town and docks. Tests to get it afloat if needed were agreed and took place at Passage slipway. The bridge float was used but it was agreed a special one would be provided. By this time because of the increasing number of steam ships using the harbour five coal hulks had been established. One each belonged to Stephens and Hughes (of Liverpool) and three to Messrs Walder.

In December 1911 the cross at Panches was washed away in a severe gale and was replaced with a new wooden one.

There were proposal in 1912 to build a suspension bridge at Lostwithiel with plans being submitted by a Mr T.A.Green . It would appear the provisional approval was given for a bridge 110ft long. There were however a number of letters of objection from Messrs. Richard Foster, W.Pearce, I.Davey and J.H.Dingle as well as the Fowey Mechanlite Association. Locals wanted the height increased and a body such as Lostwithiel Corporation to be responsible in the future for repairs and maintenance. Mr Green indicated that the money for it would be provided by a Mr Coulson now living in California and formerly of Lostwithiel. The bridge he had told the council would be as high as the existing railway bridge and would allow people to use the moors on the other side of the river. The Board of trade held a meeting in Lostwithiel in August to consider the bridge proposal. Following this the plans were amended.

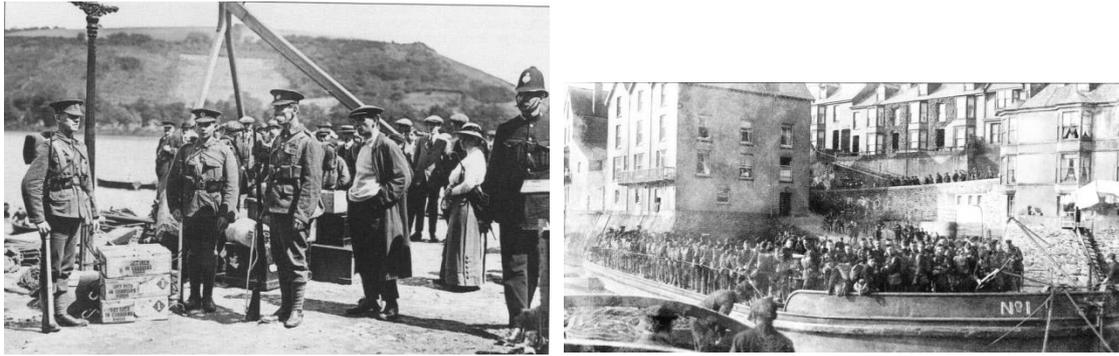
That year the salmon fishermen in the river were given permission to frighten off porpoises by firing blank cartridges.

A sale of the fundus of the river by the Duchy to the commissioners was discussed in 1913 but then rejected by the Duchy as tin mining in the estuary was being discussed as an option. There had already been considerable panning for tin above Lostwithiel which caused considerable sediment to be washed into the estuary.

September 1913 saw the purchase of a clock from C.E.Varcoe for the Boardroom costing 55/- which included winding. Mr Varcoe also adjusted the Whitehouse light mechanism.

1914 saw the permission to lay telephone cables across the harbour from Ready Money to Girl's Cove and between the two castles. It did however not happen until august 1922.

With the outcome of the First World War much of the harbour operations and its management changed. Lights in the harbour and shining to sea had to be controlled or extinguished and plans were drawn up to including booming the harbour and sinking of ships as a defence. A destroyer and two torpedo boats were to be stationed in the harbour.



Troops leaving the harbour to go to France on Town Quay and at Riverside

1918 saw numerous complaints about oil pollution in the harbour. Apparently steamers would not pump out at sea and did so in harbour. The ebb tide was used but this did not clear the oil. The Board of trade suggested a new byelaw prohibiting the practise.

In 1919 a proposal by St. Just and Falmouth Ocean wharves to build new loading facilities caused concern to the commissioners and the council. This raised a discussion on the Borough Council taking over the harbour. It transpired that the scheme at St. Just had been put forward by small land owners in the area but the clay trade would welcome an alternative to Fowey. They however were not prepared to fund it. This prompted GWR to recommence No 8 jetty and make other improvements to speed up turn arounds. This would double the capacity. In October 1920 50 ships were recorded being in the harbour. It was agreed to look at the 1893 order with regard to more representation on the board of the Borough Council.

Much discussion ensued into 1920 with regard to the dredging need, how to do it and the cost. Plant was looked at. It would appear that a figure of 250000 tons of silt to be removed was used. By now the target was to ship 750000 tons per annum and a consideration to load at night was made. The need for revised power was firmly on the agenda and special meetings were held to discuss the new composition of the board. One suggestion of the council was for dues of farthing per ton to be paid to the council for development of quays and landings. This included a suggestion of extending town quay to Pottery Corner. Later in August 1934 plans to extend Town Quay northwards as far as the Sailors rest were put forward by the Fowey Borough Council. Mr Treffry however declined to sell or lease the foreshore or his portion needed for the project and the scheme fell.

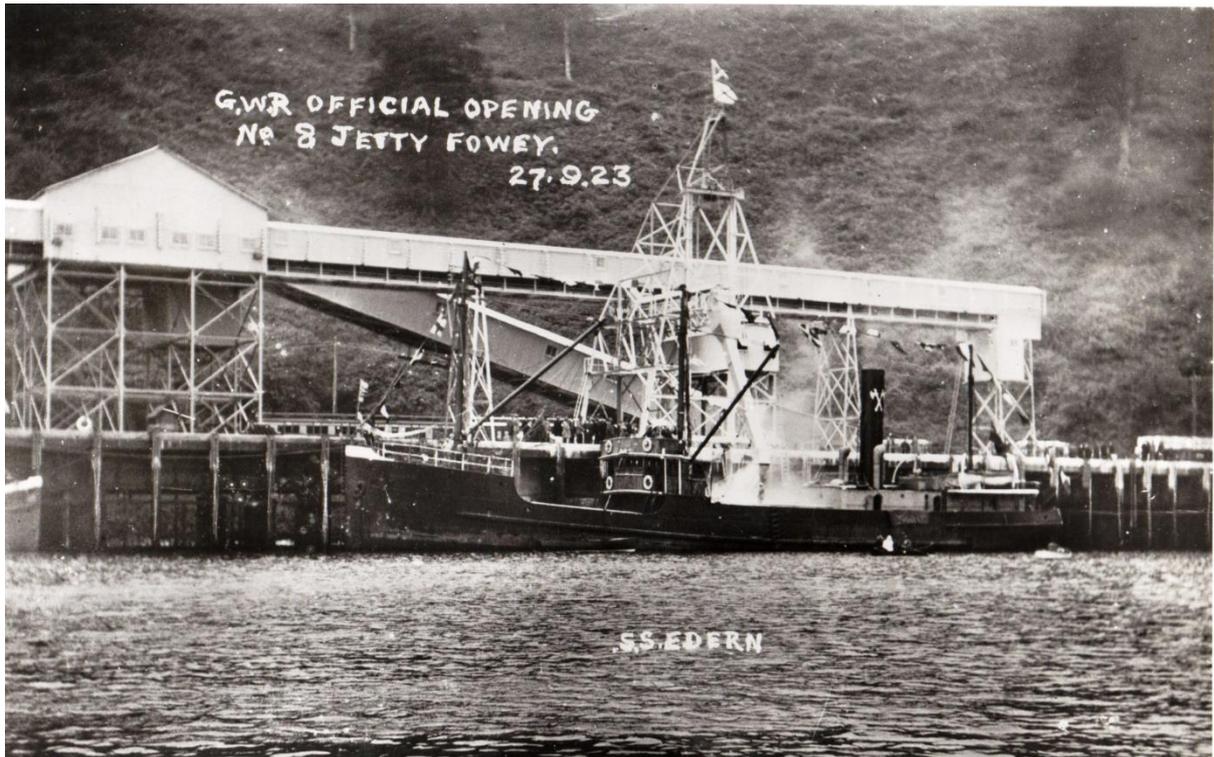
1920 saw the salvage of the Capitane Remy an abandoned vessel being salvaged off Fowey with Mr Henry Paull involved. He was a well-known ship owner and harbour commissioner of the time and a director of the tug company. He hired No.1 hopper to assist in the initial salvage. In September 1921 he asked permission to bring the derelict into the harbour to carry on the salvage work. She was 250 ft long, 45 ft beam and drawing up to 25 ft. Initially the commissioners agreed on condition she was disposed of in 12 months and a £8000 bond be paid with the work to be carried out in the entrance to Pont. The receiver of wreck and the French Government then got involved



Built for the French government in 1918 at Portland, Oregon, the 1853 ton five-masted auxiliary schooner *Capitaine Remy* was carrying 2500 tons of coal from Barry to Nantes when she was crippled by a SE gale in the Channel on 29 November 1920. Every mast was carried away; when her small auxiliary engine proved incapable of holding her against the storm, her crew took to the boats, securing ropes to the poop deck rails so that they floated astern. A Brixham smack picked up the men, leaving the wreck as a derelict. Two days later she was sighted drifting upside down, nearly sinking a collier which struck her, and was eventually towed into St Austell Bay. Here she is seen just off Polkerris, where her propeller and rudder fittings were salvaged. She was taken to Fowey, beached and stripped; part of her lower timbers still survive on a mud-bank opposite the modern clay-loading jetty.

1921 saw 8 steamers laid up in the harbour and much discussion about increasing the trade through the port and turnaround time.

In July 1922 the Harbour Master was instructed to source suitable dredging plant. One built in Holland in 1918 at a price of £5560 plus £700 delivery cost was followed up. Dredger no 436 was purchased and became the *Tregeagle*. She arrived early that autumn but there were delays in getting her working before commencing work deepening the channel to the new No 8 jetty which opened at 12 noon on Thursday 29th September 1923.



The Liverpool registered s.s.Edern owned by the Manchester, Liverpool and North Wales Steam ship co.

1922 also saw a mooring being laid north of town quay for a sailing lifeboat and in late 1926 the Tregagle dredged a deep-water berth off the quay so that she stayed afloat in all states of the tide.

There were numerous exchanges with R.Hughes, shipping Co of Liverpool the owners of the "Rose" ships which were frequently used to ship china Clay. These included charges, no use of pilots, moorings and many others. This even ended in a court case in 1925. The Commissioners received judgment in their favour. Hughes appealed and won and this set a national precedent for all harbours re the requirements to use pilots as directed by the harbour master.



In May 1924 the Royal Fowey Yacht Club requested that facilities could be provided to moor the "Cutty Sark" to visit the harbour for regatta week that year. This was agreed and no dues would be charged. She was towed from her berth in Falmouth to Fowey and moored bows to sea off the swing buoy and dressed overall before being towed back to Falmouth.

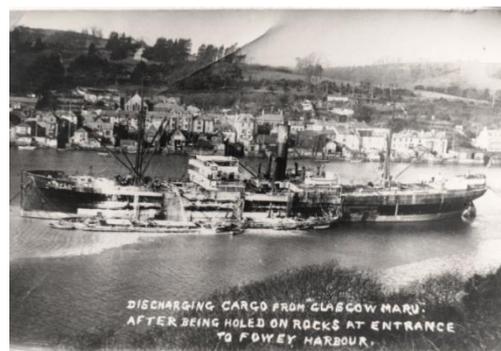


The Cutty Sark in Fowey for Regatta Week 1924

The Argument with the Sea fisheries Committee with regard to the use of Lantic Bay as a dumping ground brought about the resignation of Mr Quiller Couch in August 1925.

In May 1926 the commissioners agreed with Mr Fortesque to purchase Brazen Island, the adjoin cliff and foreshore for £1200 with the rights to quarry remaining with Mr Fortesque. Completion of purchase was the 22nd September 1926 with the liquidator of the coaling company transferring all that companies assets to the commissioners.

In December 1927 the S.S.Glasgow Maru ran aground South of St. Catherines point .She was making water and was towed in fully loaded with a hole approximately 3'6" x 9'7" . She made a considerable amount of water and was patched up by divers whilst 4000 tonnes of damaged clay was unloaded into barges and landed ashore. She sailed on 27th January the following year for final repairs

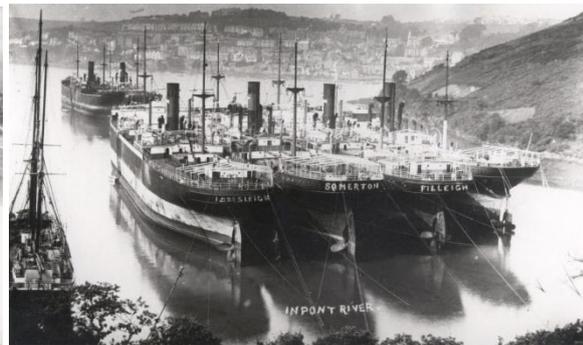
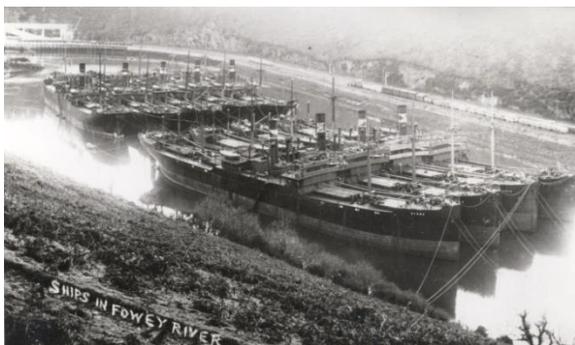




The s.s. Glasgow Maru leaving on 27th January 1928 for Plymouth with tugs Gallant Countess of Jersey and Cruden Bay

Slipways at Polruan and Fowey Town quays were approved in November 1928 together with a slipway at the Royal Fowey yacht Club to cost £90, £120 and £48 respectively in November 1928. There were however rents to be paid to the Duchy. At this time applications were also made to Trinity House to lower the tonnage for compulsory pilotage from 1500 tons to 500 tons. This resulted in new byelaws which came into force in 1930.

In 1931 ships were laid up un Wisemans Reach and Pont Pill during the recession and that year H.M.S. Fowey visited the harbour in June. She had been launched by Mrs Treffry. Application was also made to Cornwall Sea fisheries Committee to dump 1 million tons of silt over the following 10 years at this time and permission was given to run a power cable across the river above St. Winnow at a height of more than 75 ft.



In November 1932 the schooner "Isabelle" was abandoned outside the harbour damaged and uninsured. She was towed in by the tug Gallant.

In 1933 the Harbour Commissioners agreed to purchase most of the fundus and foreshore of the estuary from Lostwithiel to the harbour mouth from the Duchy of Cornwall for £1500. This exclude some parts owned by the Treffry and Boconnoc estates. This was probably one of the most beneficial decisions made by the commissioners in the long-term management and welfare of the harbour. In 1935 the ownership of Madderley Moor and Shirehall moor arose with the Lostwithiel Council who claimed rights of common and the duchy had transferred such title as they might have.

This was finally resolved in the early 2000's when the Harbour Master arranged the transfer of what claims the commissioners might have to Lostwithiel council thus relinquishing any claim. It also enables the later to claim grants for future environmental management.

In the later part of 1934 the harbour Commissioners purchased W31 and then in 1935 two self-propelled hopper W35 and W33 from the Admiralty went ahead. This improved the productivity of the dredging and was especially beneficial whilst plant was away from Fowey working. In January 1940 they also purchased another W25. Early in 1935 the swing ground and adjacent area had been dredged to accommodate "J" class yachts. Provisionally 9 were expected for the Regatta but in the end 7 were moored. Further visits were made in 1936.

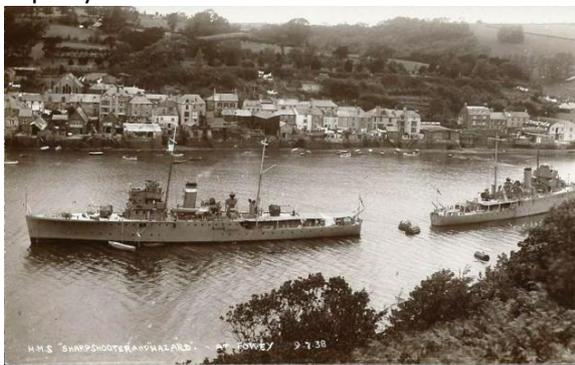
In 1936 a new Fowey Harbour Order was published repealing the 1921 order. In it powers to carry out works at Brazen Island were included. These were:-

Work No. 1.—An Embankment or Slipway of solid construction commencing on the East side of the River Fowey at the Northern wall of the building known as " Brazen Island" Sardine Factory and extending thence in a North Easterly direction at a gradually diminishing level, along the rock or foreshore forming the edge of the said Harbour, and terminating at a point 250 yards or thereabouts from the point of commencement above described, so as to form an inclined plane. Or slipway and constructed so as to carry a marine railway and cradle for the purpose of hauling vessels of suitable dimensions out of the sea up the said Embankment or slipway, and of lowering them down into the Sea.

Work No. 2.—The reconstruction, repair and strengthening of the building, formerly the " Brazen Island " Sardine Factory, and the laying down therein of concrete floors and beds for engines and machinery, and the installation therein of machinery suitable for repair and reconditioning of marine vessels and plant of all descriptions With all necessary and convenient foundations, walls, embankments, lights, and other works. All of which works will be situate in the Parish of Lanteglos-by-Fowey in the Rural District of Liskeard and in the County of Cornwall or on the foreshore or bed of the river ex adverso thereof.

At this time much discussion ensued with Trinity house about the upkeep of the Gribbin Head day mark and the beacon on the Cannis Rocks. The later they would not maintain as they claimed it had been placed there by a private person

In 1937 the first vessel, the s.s.Britten, to use the new slipway facility at Brazen island was hauled ut followed by the m.v.Polperro in April 1938. At this time Passage slip used by the Bodinnick car ferry was in a poor state of repair. The commissioners did not own it. The Commissioner's deeds showed Slipway had been transferred to Baroness Grenville on 18th July 1860 from the Duchy of Cornwall.

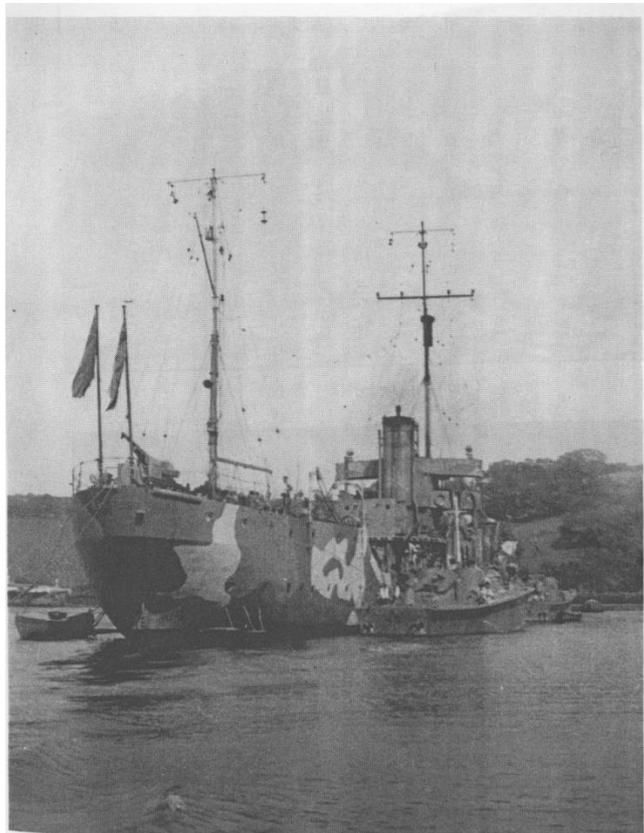


Restrictions on movements and other activities were introduced in 1939 with the start of the 2nd World War and by 1940 Captain Perryman had been appointed resident naval officer and in May

that year 6 Dutch ships arrived to be laid up whilst arrangements were made about their ownership. A flotilla of Motor anti submarine boats (MA/SB's) was stationed in the harbour at the mouth of Pont where some dredging took place to give them sufficient water. A berth for a parent ship was provided in Polruan pool. The sailing ship Helena Anna was requisitioned by the Naval authority and sunk across Readymoney cove and filled with shingle. In October however heavy southerly gales started to break the vessel up. The harbour master was left to remove what was left and a barrage replaces her to prevent landings. The slipway at Brazen Island became very busy but had to manage as did other harbour operations with fewer men as some had been called up. MGB's were maintained there and FS Belfast, their mothership, was moored in Mixtow reach.

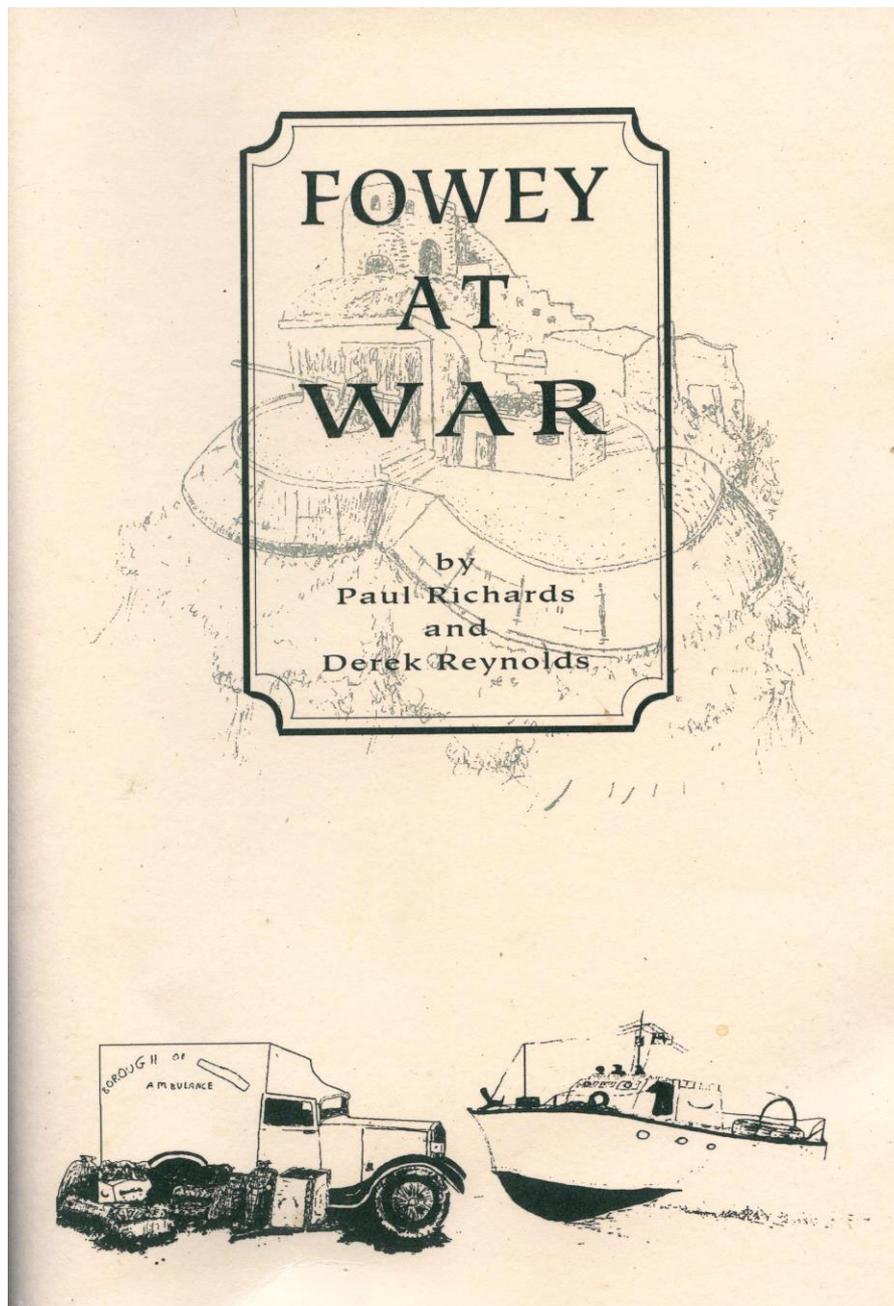


In April 1941 the minesweeper H.M.S. Fir based in the harbour was salvaged after an explosion re-floated and patched up before being sent to Devonport for repairs. The Tregeagle and dredging plant went to Newlyn to dredge and narrowly missed being damaged when 10 bombs fell in the harbour. Despite the war the construction of the sea wall to protect the Brazen Island slipway continued and the shed to cover it commenced.



F/S "Belfort" at Fowey with M.G.B's alongside.

The History of the harbour covering the war period has been recorded by Paul Richards and Derek Reynolds in their book "FOWEY AT WAR" available at the museum.



Special thanks go to the late Major Bill Hicks who spent long hours going through the Fowey Harbour Commissioners minutes books years 1869 to 1947 and from which the early part of the commissioner's history is largely recorded.

