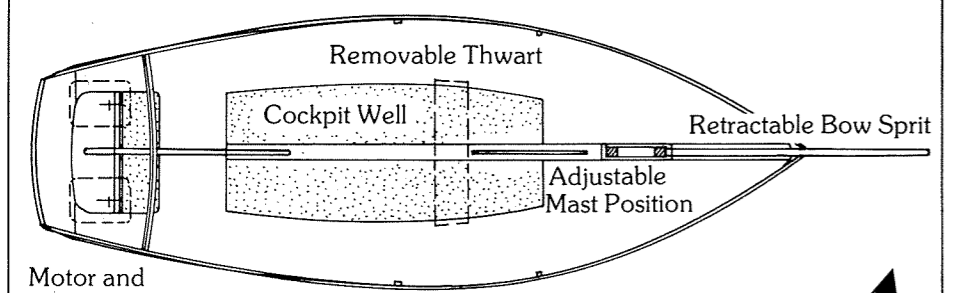


Full Rig



Deck Layout

©Roger Dongray 1976



CORNISH COBLE

Designed by Roger Dongray in conjunction with Cornish Crabbers Ltd Design Copyright.

Dimensions		
L.O.A.	19'0"	5.79M
L.O.D.	16'6"	5.03M
L.W.L.	13'3"	4.04M
Beam	6'0"	1.83M
Draught (Plate down)	3'6"	1.07M
Weight	600lbs	272kg
Sail Areas		
Mainsail Area	98sq ft	9.10M ²
Jib Area	33sq ft	3.07M ²
Total Sail Area	131sq ft	12.17M ²

CORNISH CRABBERS LTD.

Rock Wadebridge Cornwall PL27 6PH Telephone: Trebetherick (020886) 2666

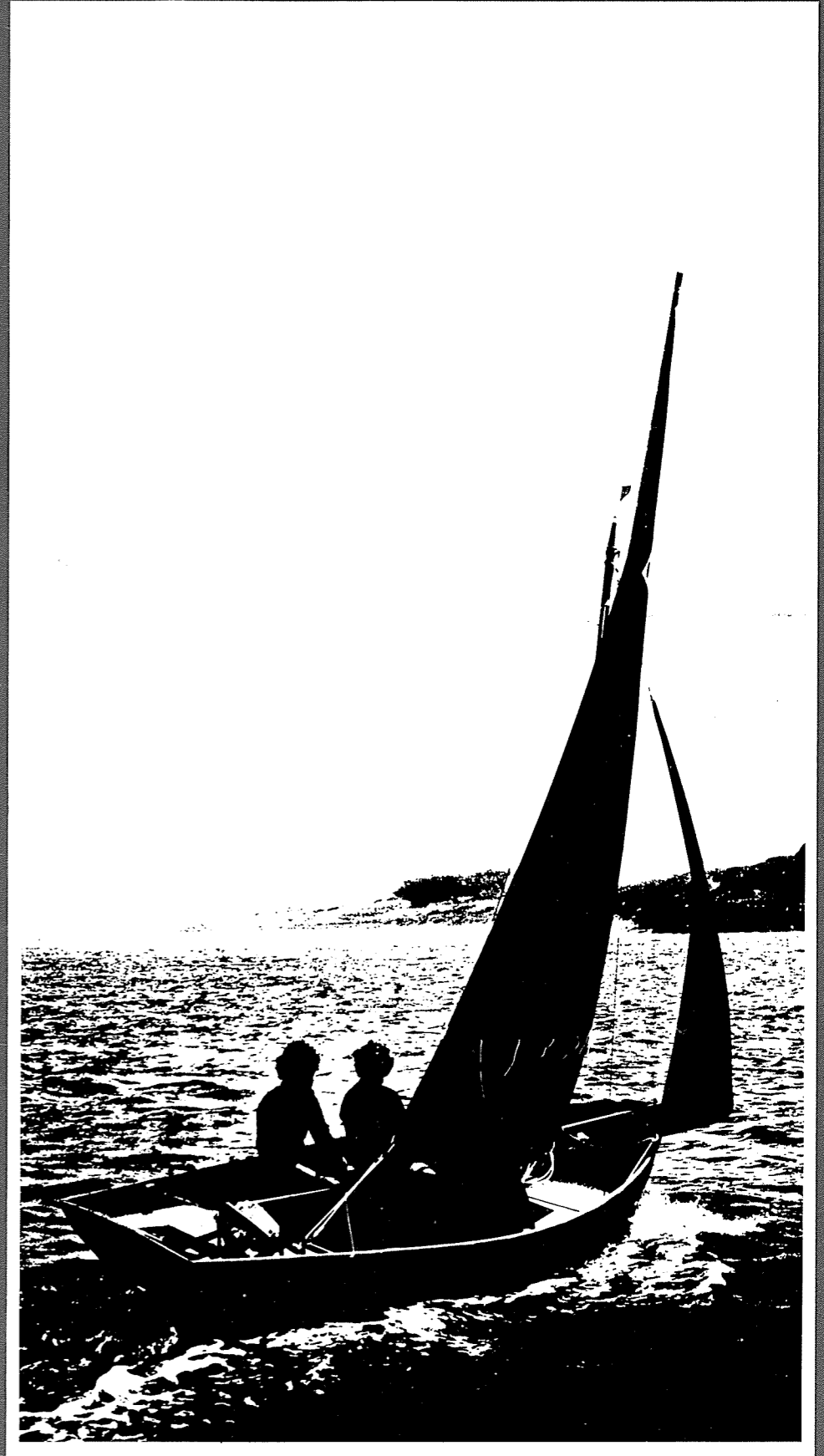


CORNISH COBLE

CORNISH CRABBERS LTD.

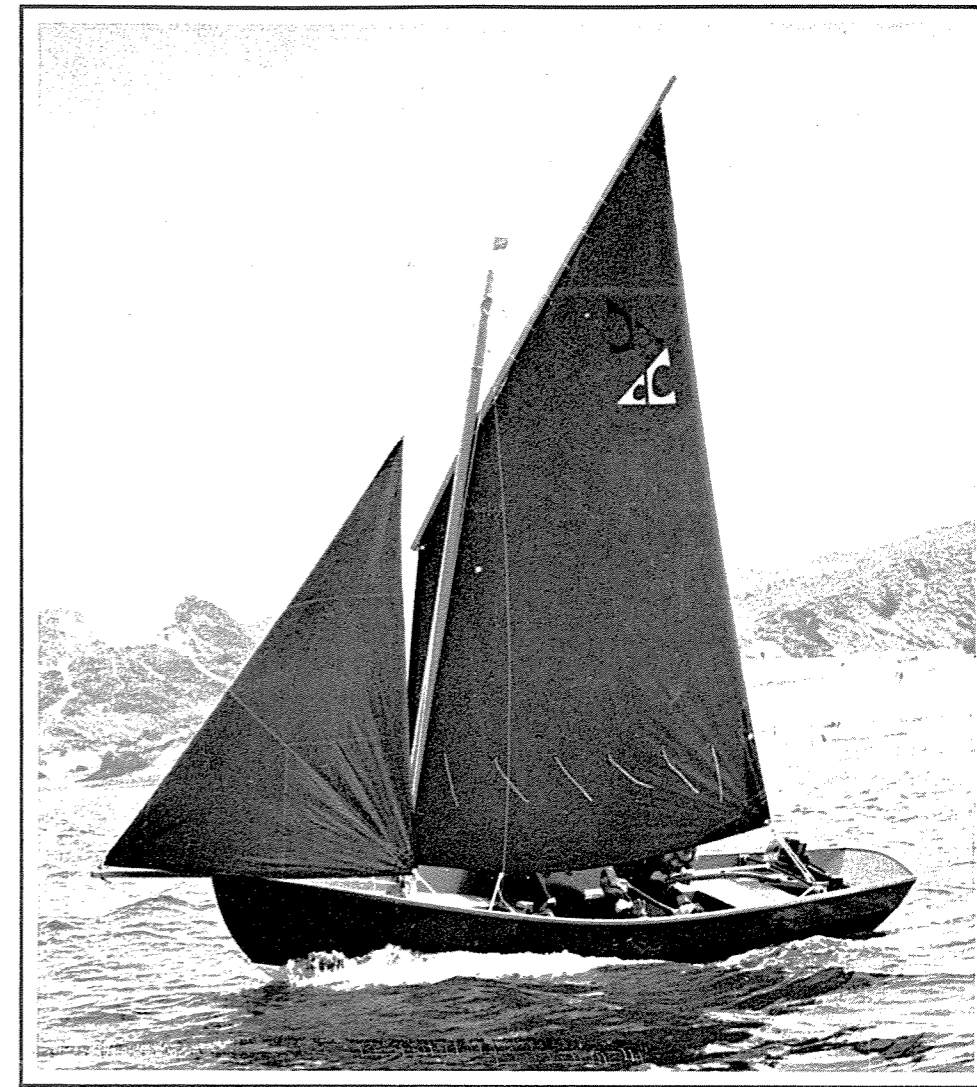
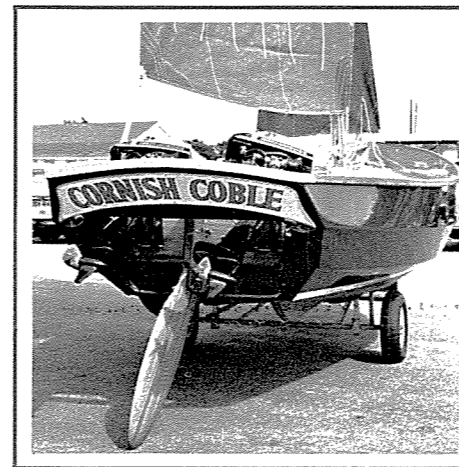
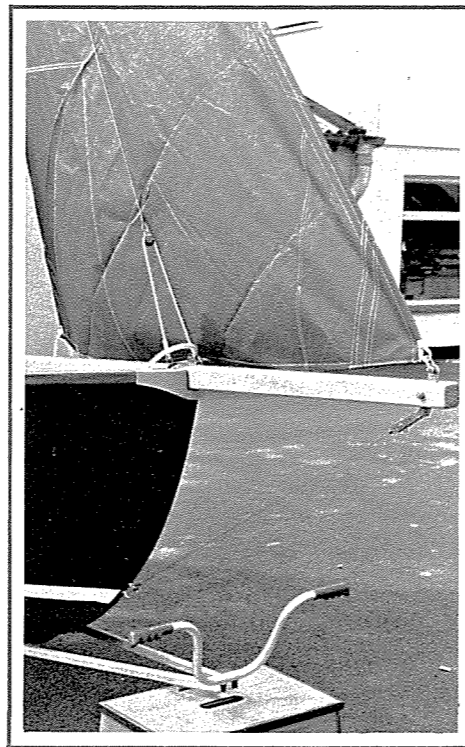
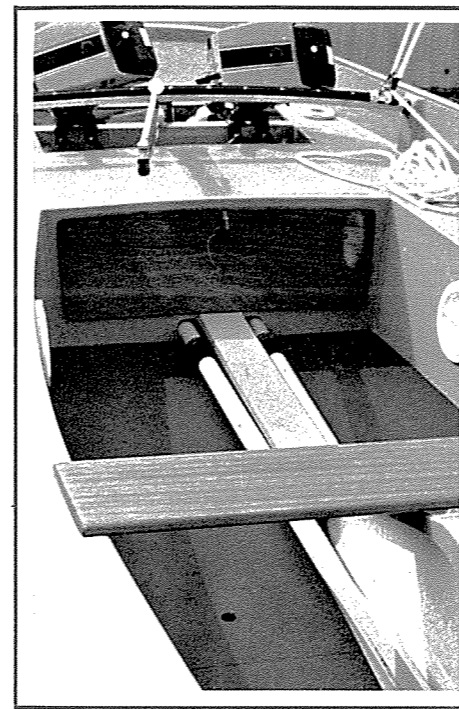
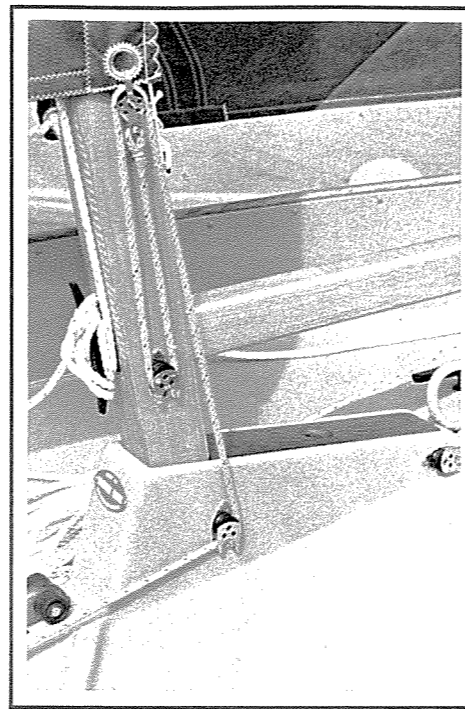
Rock Wadebridge Cornwall England PL276PH Telephone Trebetherick(020886) 2666

CORNISH COBLE





Cornish Coble single handed under main sail alone.



could not be more simple., Under full "canvas" the jib is set "flying" to a lever on the bowsprit which in turn tensions the bobstay when the jib halyard is hardened.

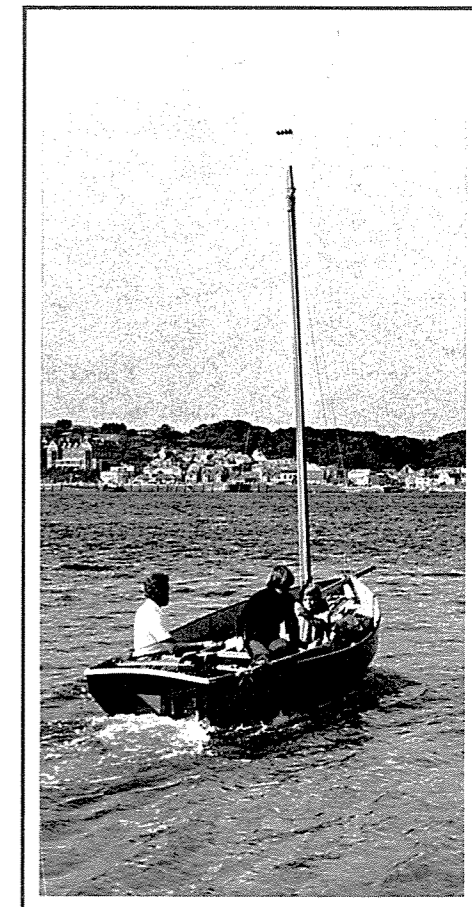
But the Coble is happy under main sail alone as the mast will move forward to maintain perfect balance when the bowsprit is retracted. This alteration of rig takes only a few moments due to the clever arrangement of mast support and forestay.

UNDER WAY

With full sail or reduced rig the Coble is swift and sure-footed, responsive on the helm without being over-sensitive. She tacks without hesitation and beats close to the wind — her full width mainsheet track ensures the control of sail shape — and down wind she will goosewing gracefully, when of course the centreboard can be raised.

But try her for yourself — she takes some beating.

Trailable, beachable, happy on moorings, versatile and eminently adjustable to meet sea conditions — that is the Cornish Coble.



CORNISH COBLE

DESIGN AND PERFORMANCE

The Cornish Coble combines character and tradition with modern construction methods resulting in a truly versatile day sailer providing fun with safety for all the family. Her gentle lines and flowing sheer, neat stem and counter stern are a pleasure to the eye whilst her sleek underwater profile incorporates a Vee'd section forward, leading smoothly into twin skegs aft — a feature from which our Coble gets her name. Standing lug rig completes the picture but the Cornish Coble has far more than

just good looks. Her performance under sail is sheer delight, whether sailed single-handed or with 4/5 crew aboard. Easy reduction of sail area ensures that her performance is held at peak through a wide range of weather conditions. Stability and crew comfort are exceptional for a boat of her size. Under power, a single small outboard set in a well provides ample speed but there's space for twin engines, if you prefer. Trailable, beachable, riding steady at moorings, surely she meets what so many require.

CONSTRUCTION

Hull, shell and deck are moulded in glassfibre and bonded securely together with the addition of bulkheads to form buoyancy chambers under side decks and in the bow, with ample locker space fore and aft of the cockpit well. These areas are all fitted with access or inspection hatches. Additionally, solid foam buoyancy is sited under the after deck. Clear decks all round the spacious cockpit well are protected by a continuous bulwark and this feature, coupled with a raised cockpit floor, ensures a dry boat. The solid timber centreboard with adjustable friction pad avoids heavy hauling and will rise by itself if you meet with the bottom. The rudder blade also lifts clear of the keel

In standard form, the Cornish Coble is complete with all necessary fittings, spars, sails and oars, ready for launching. Moulded in a range of attractive colours, she is offered at a reasonable cost. Please see our price list for the detailed specification and extras such as outboard motors, boat covers and road trailers.

line so that beaching is easy and control under sail is maintained at all times. Brass keel bands are fitted for protection and the gunwales are trimmed with solid Iroko. A removable rowing thwart is fitted whilst oar stowage is designed eitherside of the centreboard case.

SAIL PLAN AND RIG

The loose footed standing lug main has many advantages in a day boat. For example, there are no cracked heads when tacking or gybing! The sail is left laced to the gaff, which, when hooked to the mast traveller, can be hoisted or stowed in seconds. The timber spars fit within the boat's length when the Coble is unrigged and reefing the main sail