

NEWSLETTER

SPRING 1990



1990 SEASON

26th - 28th May - MAY OPEN MEETING

Salcombe Yacht Club's first Yawl open meeting for 1990 - Members will have already received the entry forms. There will be 4 races: Saturday afternoon, Sunday morning and afternoon and Monday morning. Prize giving will be at 2 p.m. on Monday afternoon (hopefully travellers will be able to attend - let's hope there are no potests!)

14th June - GOLF DAY

Bona fide, Helms and Crews only!

7th - 8th July - BALA WEEKEND

I have details and entry forms available.

29th July Sunday Afternoon - PACEMAKER RACE

Starts and finishes out to sea, weather permitting. A handicap race for all classes.

5th - 11th August - TOWN REGATTA

Daily Yawl racing - in one fleet - for one trophy for the week. All races are normally in the morning. Lots of other events in the afternoons and evenings for all the family.

12th - 17th August - YACHT CLUB REGATTA

Yawl racing every day in the afternoons. Details of A & B fleets elsewhere.

14th August - ANNUAL GENERAL MEETING

Tuesday 8 p.m., upstairs in the Yacht Club Quiet Room. New Chairman. As our Headmaster is regrettably retiring this year, we are looking for a successor. Any volunteers?

25th - 27th August - AUGUST OPEN MEETING

Format as May meeting and crews race on Monday afternoon. Prize giving, Monday 6 p.m.

25th August - COCKTAIL PARTY

7.30 p.m. Cocktail eats will be served and a barrel of beer will be set up in the Quiet Room. Members and spouses free, guests and heavy drinkers £1.

Scarves/Ties

Available from the Secretary - cost £3.60 each, plus 30p postage if required.



RUNNING TO YALTON, DITCHEND ABEAM. Martin Bidlake-Corser in Y58 alongside the Yacht Club Yawl Y101 (which is available for Yacht Club Members to race provided they take a cadet member in the boat). Photo. Stan Keiller.

FROM: THE CHAIRMAN

At the end of 1989 we were much saddened by the death of John Barrett, our admirable secretary/treasurer, and we were sad too for his wife, Kathy. More happily, and luckily for the Yawls, she has said that she will continue to do the typing for us and this news letter is partly her handiwork. Nick Walker (Y107) has taken on the secretarial job and underwent a baptism of fire in that he was immediately plunged into the furor of the E.G.M. on which see below.

I hope you like the format of this letter. It seemed a good idea that our highly qualified special correspondents should make their individual contributions and thus cover all that has happened during the close season. But N.B. I disclaim any responsibility for what they have to say! While I am aware of the subjects on which they will be writing, I have not had a preview of the articles. Please address any comments to secretary Walker.

I happen to be penning this note on the day after the commissioning race. So the season has started, a season in which the honourable company of Yawl Owners may have to split into two fleets for the principal regattas. On that also see below.

My greetings to you all. Doubtless Yawl sailing in 1990 will be as enjoyable as ever - and as hectic!

ALFRED DOULTON.



VICTORY ROLL?

Association members in Salcombe were delighted when Chris Millward, new owner of Y103 which he bought from Tim Noyce two years ago, was awarded the much coveted Capsize Belt by Salcombe Yacht Club at the end of the 1989 season.

Chris seems intent on retaining the title. In an apparent quest to win "back to back" Beltmasters, he has re-engaged his successful Marine Driver for the first "Major" of 1990. 103's "Swing" has been hopefully speeded up after modifications to her keel and the fitting of a revolutionary bronze centreplate.

The team have, at the time of writing, chalked up three wins in the SYC Spring Series. Can we expect a "Victory Roll" soon if this success continues?

103's Driver, who will long be remembered for his good humoured salute to the fleet as 103 went down off Smalls Cove last Regatta Week, is not, we gather, thinking of wearing the "Green Beret" while racing. He has, however, placed a large full colour advertisement on the Yacht Club noticeboard in an attempt to make contact with the only other "Professional" yawl helm reputed to have sunk a "two-master", presumably with the intention of forming some sort of drivers Association?

NICK WALKER Y107 (with apologies to to somewhat better golfer of the same christian name!).

INTERNATIONAL ASSIGNMENT FROM OUR FOREIGN CORRESPONDENT

For the last two years a number of Yawls and Toppers have attended the open meeting at Bala S.C. in N. Wales.

The journey of some 360 miles by six yawls in semi convoy, in the first year through the Welsh valleys and in the second year by motorway, their precious cargoes lovingly and securely strapped and padded to the trailers.

Accommodation was chosen according to taste. "Families" headed for the camp site, "Maggsy" and "Scratch" naturally booked into the Pub and "Fin" chose the Bala Bargain Break in the boot of Bob's car!

As for the sailing side, the parking of cars and trailers, the launching and retrieval could not have been made easier (many thanks to Bill Parker Y92).

The racing consists of a long distance handicap race on Saturday lasting four to five hours. This race was won on the first visit by Paul and Karen Y96. On Sunday we had three races making up the "Yawl Inland Championships".

Places and prizes have been won by Robert Hitchen and Angus McLarty in Toppers, and Paul and Karen (Y96), Scratch (Y142), with the overall prize going to Fin (Y134) ably assisted by Bob Whitting who took him to Bala, guided him around the lake then returned him back to reality!

There was close competition in all the races with Barney and Juanita (Y138) and Jim and Chris (Y103) both leading the fleet for long sections of the courses.

The underage adults (which includes all of us) enjoyed the outdoor life and sleeping under canvas. Bacon, eggs, sausage and beans never tasted so good. A camp barbecue chafed by Sally Stone and Chris Millward (Y103) was enjoyed by all - especially when the male section remembered to leave the Bull after a drink on the way back from the race (whoops).

The mums and children enjoyed the famous narrow gauge railway at Festiniog which slithers down to Portmadoc through the beautiful Welsh mountains and valleys.

Portmeirion is a short bus ride away to "The Prisoner" country. Have you been down a slate mine to the cavernous depths of those rugged blue mountains? We did!

The return journey was by no means the end of the holiday. The convoy, led by Nick Rowell and Nick Walker (Y74) through the pine forests, up hill and down dale past lake Vernwy - a spectacular feat of Victorian engineering. Then on to Ironbridge, the seat of the industrial revolution for an educational "Fix".

The previous year we became children for a half day at the famous Alton Towers. It is amazing how much fun and enjoyment you can pack into a long weekend.

FIN HONEY, ANGIE & BOB WHITTING Y134

This account will not mention the mishaps that can take place, i.e.

Scratch's turbo blows up.

Barney and Juanita's trailer wheel bearing disintegrates. Scratch gets a puncture - has no spare - but just happens to find a wrecked mini with better wheels than he had in the first place.

Local boys all make good!!

WEIGHING YAWLS

We now have the technology and the equipment, the only further requirement is time. The (second hand) scales arrived just before the last EGM in January. They have been completely overhauled by Salters, and have been checked for accuracy. The capacity is 500 Kg, well beyond the minimum weight of 381 Kg for the yawl including centreboard. To date we have weighed 3 yawls, 78, 142 and 154. Two had their centreplates removed and the other was complete.

The requirement at the last AGM was for us to weigh the first 15 boats in the SYC 1989 Regatta before they are launched for the season this year. To this we must add any new boats and all the old yawls that Alec Stone has been fitting with the new super go faster ballast keel. With this in mind the committee will organize a grand weigh in on the car park in Shadycombe in the near future when we hope we can weigh the majority of yawls: we will of course advise owners of the designated boats of the date nearer the time.

To help those people who will have their yawls weighed, the specification requirement for hull weight is as follows: -the hull to be in dry condition including floorboards, centreplate, bowsprit, bumkin, buoyancy (filled with not water!) and fastenings, fixed fittings rigidly secured to the hull and correctors - but not sails, spars, rudder, tiller, running and standing rigging, anchor, sheets, paddle, outboard or crew. We don't mind if the boat is presented with or without centreplate fitted, providing of course you do bring the centreplate with you so we can work out the overall weight as per specification explained above.

JOHN DONOVAN Y82.

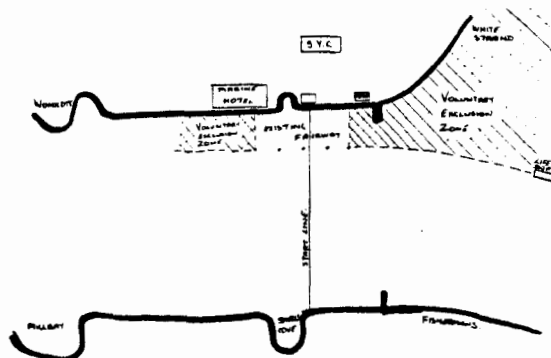
CAN YOU HELP?

Imagine you are trying to enter Salcombe Harbour at about 2.15, during regatta week in a 30' yacht. You see as you pass Blackstone a white wall of sails. Where do you go?

Help is at hand - a harbour launch. You will be told to go through the fairway, only to encounter at the far end two yawls coming off the 'Ferry wall' and another three headed in, with bowsprits looking two miles long. Not very nice eh? Perhaps we can help.

The idea is to imagine the fairway is extended in both directions from the Marine Hotel Timeshare to the lifeboat. We then do not enter this 'Voluntary Exclusion Zone' (VEZ) from leaving our moorings to the start gun.

So when it's windy, save your sails, stay on the mooring a little longer and out of the 'VEZ'. This will help the harbour authority, other harbour users and yourself. It may also prevent more restrictions on the fleet and compulsory 'no go' areas.



MALCOLM SQUIRE Y145

NEW BOATS AND OLD

This last winter has seen two new Yawls from Mike Atfield. Y146 "Artful Dodger" and Y147 which is hoped to be finished by Easter. Mike has used the same transom section as Y144 but has changed shape from the fourth mould forward. The next Yawl on the chocks will be for that well known local boy Fin Honey Y134 (Dipper). The shape of this Yawl has not yet been decided: 36-34-38 was mentioned but when this newsletter went to print the skipper of the "Dipper" was still undecided. Mike has orders for another three yawls after that.

On a recent visit to Goodshelter, Kath tells me that they have halted building for this winter, due to the work load of changing nine keels over. Although one Yawl is at present on the stocks, it may be finished next summer.

Jim Stone sailed Chris Milward's Yawl "Lapwing" Y103 in the first of the Spring Series Races. This boat has been fitted with the new design keel, also a new centre plate that Jim has designed. He reported that the boat sailed well and tacked very quickly, time will tell! If you need any more info about these plates please contact Jim at Goodshelter.

Ian Brown of the Solo fleet has bought Y61 "Taylor Maid" after its many years of ownership by Roy Hall of Salcombe. Although Roy has not raced Y61 for the last few years, he was a very familiar sight around the Salcombe estuary, sailing single handed. Every sailor has to come ashore one day. I am sure you will get many hours pleasure watching the racing. Good luck Roy. Built by Bungi Taylor in the late 60's Y61 is a very well proven racer with many trophies to her credit. In the 60's and 70's she always had a very good off wind performance. Should be interesting to see her in the capable hands of Ian Brown.

With the weighing of boats very much to the fore this year, I offered my own boat Y142 to be the first to hang on a new set of Salter scales acquired by our measurer John Donovan. With a chain hoist and a strong beam it proved to be a very easy operation. The scales were very accurate down to the last half kilo. The first fifteen boats in the 1989 regatta must all now be weighed before launch in 1990. The emphasis is on the owner to make sure this is done in the presence of the measurer or two committee members. Also any boats fitted with new keels from Goodshelter must do the same before they are eligible to race.

The division of the yawl fleet to the A & B fleet from what I can gather has been greeted with mixed feelings. Unfortunately due to the march of time something had to be done as the start line had reached saturation point from the damage and safety angle. I feel in time the B fleet will become a very popular fleet to sail in. What to my mind is most important of all, it gives all yawl owners a chance to race in Salcombe week. Were all the yawls built to converge on Salcombe we would definitely have to have a "C" fleet.

Please note new start times this year for yawls, 14.00 hrs. for Spring sailing, Summer and Autumn series.

Please note all members. A news-letter is made up from letters sent in by the membership. No matter how big or small the letter may be or how unimportant you may think it is, it may be of interest to others. We will aim to try and get another letter out after the August open meeting. Please put pen to paper and send anything including "photos" to me:- W. Hitchen, Bridle Cottage, Luckhams Lane, Malborough, Kingsbridge, S. Devon TQ7 3RW.

Best wishes to all members and good sailing.

SCRATCH HITCHEN Y142.

YAWL GOLFERS

The second Yawl Golf Day was held at Bigbury Golf Club on Thursday 8th June 1989.

Two rounds were played by a total of 21 members, most of whom were fairly tired by the time they got to the bar and even more "tired" afterwards.

Non-negotiable Handicap revisions will remedy last year's results.

An excellent day was capped by dinner and prize giving with wives, girlfriends and sundry well-wishers joining in.

Thanks to Phil and Wendy Gunnell for dinner speaking and presentation of prizes respectively.

This year's event will take place at Bigbury Golf Club on Thursday 14th June - details will be mailed to Salcombe Yawl Owners with entry forms in good time.

We look forward to even more intrepid golfers (including female crew) joining the occasion.

JOHN WOODWARD Y141

CERTIFICATES

The committee would like to take this opportunity to remind owners wishing to race their yawls of rule 13.

Which states:-

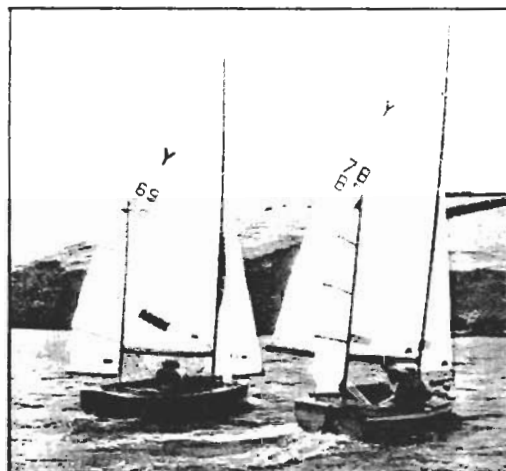
No boat shall be entitled to race as a Salcombe Yawl unless the owner holds a valid certificate issued by the Salcombe Yawl Owners Association.

- A In the case of a new boat, or one substantially reconstructed as to require measurement, application is to be made to the Secretary of the Association by the builder for a class number.
- B Replacement or rebuilt hulls, masts, booms, centreboards and sails shall be submitted for measurement before being used.
- C The measurement certificate is invalidated by change of ownership. Application with the appropriate fee must be made to the Class Secretary for a replacement certificate.

The Committee may ask the S.Y.C. to check for valid certificates with open meeting entries. Don't be surprised if you are asked to produce your certificate.

It should be no problem! You have all got one?

PAUL MAGGS Y96



TWO SUCCESSFUL RACING YAWLS now in new ownership. Y69 (John Alsop) now owned by Andrew Pearson and Y78 (John Squire) recently sold to Jonathan Britten. Photo: Chris Millward.

THE STONING - written in a northern accent

News had come from Goodshelter
That the Christians were batting with bronze
So the Romans wrote to the committee
To tell them it just was not on.

The Christians requested a test match
A Ferro/Bronze fight to the end
An extraordinary bloody good punch-up
The best teams that both sides could send.

The date was agreed by the umpires
The venue was drawn up by lot
The Bridge Club down by the harbour
Where sherry is tuppence a tot.

The visitors elected to open
Their captain resplendent in white
Played on from the first Roman yorker
The Christians were in for a fight.

The plumber went chasing a bouncer
But the scorer's forgotten his name
His forward defence was a slice shot
His seven iron swing looks the same.

This left the Professor and Teacher
Their resistance was of little use
There is not a mention in Wisden
Of a batsman who paints his boat puce.

Last man was a whisky veteran
Who sidestepped the bowler's remark
He told us a story of pintels
In bronze which he put on the Ark.

The Romans' home team were ecstatic
Sensing the chance for a kill
The attack were firing down bouncers
And capturing wickets at will.

The Farmers had led the first broadside
Enigma Dave's son gave it hell
There's a rumour about in the cheap seats
That he wants to be Brutus as well.

The umpire looked for a decision
The Christians they prayed for the rain
The Romans continued the stoning
And slogged to the boundary again.

Now that the action is over
And all the bats made of cast
We know that the meeting's extraordinary
But we don't know if it will be the last.

ANON

But seriously folks, 23 members attended the extraordinary meeting on January 6th, and after much lively discussion, the motion to adopt Bronze keels was defeated 18 votes for, 27 against, many votes being postal. A second motion to adopt a minimum size cast iron keel also failed to meet the $\frac{2}{3}$ majority required to be successful.

PAUL MAGGS.

CONSTITUTION

A draft revised Constitution is included with this Newsletter. The Committee will propose this Constitution for adoption at the AGM in August. If members wish to propose any amendments, please notify the Secretary as soon as possible.

MISCELLANEOUS

FOR SALE & WANTED

YAWL 134 "DIPPER"
Immaculate condition - must be seen
'Phone 054 884 2967
Please pass the word

1 SET TABB RACING SAILS

One season's use only.
Surplus to requirements.
£175.00. 0548 561619

MARTIN K. PAYNE WILL AGAIN THIS SEASON
by popular request be available for RENT-A-HELM.
Usual rates will apply:-

8 Pints Flowers - for a win.
4 Pints Tankard - for a second.
1 Pint of milk - for a third.

Please book early to avoid disappointment.

FOR SALE - "Wimpole" Y131.

Built by Cove, Salcombe 1983
2 suits of sails - cruising and racing & Full cover.
A1 condition and ready to sail 1990 season.
Good strong road trailer.
£5,500 - 'Phone 0548 856840

FOR SALE - "Wagtail" Y119.

Built by Stone, Salcombe, 1980.
Excellent condition. New brunzil decks. Good trailer.
£4,850. M. Power, Lockerly, Hants. Tel. 0794 40725.

FOR SALE - "Abigail" Y48.

Built by Cove, Salcombe 1965.
2 sets racing, 1 set red cruising sails. Recently stripped
down and revarnished. New mast. Spare rudder. Cover.
£3,500. T. Blanks, Topsham, Devon. Tel. 039 287 4961.

THE 'B' FLEET

We have become victims of our own success. There are just too many Yawls racing, especially during Regatta week and the 2 Yawl weekends. This is the conclusion that Salcombe Harbour Authority has come to and they have asked the S.Y.C., the organisers of racing in Salcombe, to reduce the number of boats starting to a maximum of 3 per race during this year's regatta.

The Yawl Association Committee has reluctantly accepted this difficult task, feeling that it is better that we make the decision rather than it be made for us.

After much discussion on the topic, the Committee have concluded that the best way to split the fleet is on a voluntary basis, especially as several members have already said that they would be happy to sail in a B fleet. If there are still too many A fleet entries the committee will be forced to ask some more people to 'volunteer' for the B fleet, on the basis of trying to create the most evenly matched fleets possible.

Members comments on the subject would be welcome. Do you agree with the Committee or have a better idea that could be looked into?

We have obtained permission from Eddie Dunhill to award his new trophy to the B Fleet and the Yacht Club are prepared to make cups available for each days racing.

Good news:- the Yacht Club have at last decided to open the bar in the summer time all day on Saturdays. It will also be open for Merlin and Regatta week all day for the whole week except Sunday.

NICK ROWELL Y74

SALCOMBE YAWL OWNERS' ASSOCIATION
DRAFT CONSTITUTION
As discussed in Committee 25th April 1990

1. The Association shall be called the "Salcombe Yawl Owners' Association".

2. The Association shall act as class association for the Salcombe Yawl. The Association, through its officers and committee, shall promote and manage all aspects of the Salcombe Yawl class, where necessary under the guidance of the R.Y.A. to which the Association shall be an affiliated member.

3. MEMBERS - who have paid their subscriptions shall consist of three classes:

a) FULL MEMBER WITH VOTING RIGHTS. A full member must own a Salcombe Yawl or be a part owner. Ex-owners may for one year after the year in which they cease to own a Salcombe Yawl retain full membership.

b) ASSOCIATE MEMBER. Any person closely associated with the sailing or building of Salcombe Yawls may apply to the Committee for associate membership. On election an Associate Member shall be entitled to wear the Association tie.

c). HONORARY MEMBER. Any person who has given notable service to the Association may be proposed for honorary membership at an A.G.M.

Any Member who brings the Association or Yawl sailing into disrepute may be suspended from membership. This action may only be taken at a General Meeting, subject to a two thirds majority. The member will have a right of defence. The period of suspension shall be fixed at the General Meeting but may not exceed two years.

4. VOTING RIGHTS. Only Full Members may vote. There shall be only one vote per boat. A member with more than one boat may only vote once.

5. RACING ELIGIBILITY.

a). All owners must register any ownership interest in a Salcombe Yawl or part ownership with the Association Secretary.

b). To race, owners must be current Full Members of the Association and hold a valid certificate for the Yawl raced. Owners may authorise others to sail their boat.

c) Members are responsible for ensuring that their Yawls conform to the specifications laid down by the Association. Any changes made to the boat, sails, spars etc. shall be reported through the Secretary or class Measurer to the Committee. If necessary, a new measurement certificate will be issued.

6. MANAGEMENT. The Association shall be managed by a committee comprising a Chairman, Secretary/Treasurer (these posts may be combined and/or held by a non-member without a vote) and four ordinary members plus the Honorary Measurer.

7. ELECTION OF OFFICERS. The Chairman, Secretary/Treasurer and Measurer shall be elected annually at the A.G.M. The four ordinary members of the Committee shall be elected at the A.G.M. and shall serve for a maximum term of four years. Any member who has completed a term of office (however long) on the Committee may not seek re-election for two years.

The Committee shall have the power to fill any vacancies occurring amongst officers during the year and to co-opt members as it sees fit to further the affairs of the Association. Co-opted members will not have a vote at Committee meetings.

8. CONDUCT OF MEETINGS.

a) The Annual General Meeting shall be held at a time and place to be decided by the Committee, if possible during the S.Y.C. Regatta Week, but between 10/14 months of the previous A.G.M.

Only Full, Associate and Honorary Members may attend the A.G.M. or an E.G.M.

Only full members may propose or second motions. Any proposed changes to the measurement rules, racing rules or Constitution must be notified to the Committee at least three months before an A.G.M. The proposed changes will be circulated to all Members for consideration and the submission of amendments. Amendments to proposals must be notified to the Committee at least two months before the A.G.M. Before the A.G.M., a final Agenda and voting slip will be sent to all full members.

Only proposals and amendments on the Agenda may be voted on. Postal votes will be taken from members who cannot attend the A.G.M. Non receipt of notices or voting slips by the membership or postal votes by the Committee shall not invalidate the proceedings of the meeting nor the result of the postal vote.

At General Meetings any member may appoint the Chairman to vote on his/her behalf.

b) If 10% or more of the full membership petition the Committee for an Extraordinary General Meeting, the Committee shall consider the motion and if it sees fit call such a meeting. The Agenda procedures will be as for an A.G.M.

At all General Meetings a two thirds majority of the members voting will be required for a proposal to succeed.

9. SUBSCRIPTIONS. These shall be due on April 1st of each year as set at the previous A.G.M. Members will have 30 days in which to pay subscriptions. A list of fully paid up members may be lodged with any interested agency to assist in establishing racing eligibility.

10) The Association shall produce and maintain a set of racing rules and building specifications for the Salcombe Yawl class.

The Association shall issue a Y number on completion of valid boats.