

## NEWSLETTER

JANUARY 1991



### BALA REPORT

from your roving reporter and crime correspondent,  
Fin Honey

Early July saw the annual migration of yawls heading for the Welsh mountains and Lake Bala. The team this year included Paul Maggs and Karen, Y96 Sea Pigeon, Nick Walker and Kathy Barrett, Y107 Foxy, Fin Honey and Nick Rowell, Y134 Dipper, John and Hazel Donovan, Y82 Jay Dee.

Having travelled up on Thursday without mishap the boats were parked in the Sailing Club dinghy compound in a neat row - standing out from the other dinghies as something different.

Our accommodation was a guest house up on the side of the hill overlooking the lake, and on Friday after a good breakfast we climbed to the top of the world for a round of golf - us and the sheep. They were all white sheep but one which was black and seemed to have a strange bond with Nick! Please ask Maggsy how we played at Bala.

After lunch we thought it was time to prepare the boats. On arrival at the boat compound 'Dipper' was nowhere to be seen. The obvious first thought was a practical joke, but after searching the compound then the village of Bala, the horrible truth dawned on us. 'Dipper' had been stolen! The next step was a report to the police (which raised a few eyebrows). "We will let you know, sir".

Dinner conversation that night was about only one thing!

On Saturday morning while boats were being prepared for the long distance race, Fin and Nick stood around mournfully (repeating the story so far over and over again), when a message came for them to call at the police station. (The reader may wish to have a map for the rest of the story!) A man was being questioned at Newtown Police Station: Nick's inflatable dinghy (which had been in "Dipper") was at Welshpool Police Station with other missing items, but "Sorry, we don't know where "Dipper" is, sir!"

As the normal yachtsmen launched for the race Fin and Nick headed for Welshpool via Dolgellau. On arrival it was suggested that they had a look and see if they

wished to claim anything, which they did - inflatable, paddle, lifejackets etc. - but no sign of "Dipper", although to be fair there was a speedboat and a selection of bicycles and many other items. The police suggested that they would make some enquiries if we would care to have a walk around.

Welshpool in July with a steam rally in full swing is another story. However, on our return to the police station no-one seemed to be aware of our problem and a very nice police lady thought we should make statements - we did not refuse her. Eventually we were about to leave, only to be told, "Oh no! You can't leave now, the big parade has started".

We watched the big parade. Some time later we went back to the police station (old friends by now, we were using their car park as if we lived there!) and found a message asking us to call. "Dipper" was found! "Where?" we asked. "It can be collected at Chesterfield Police Station - and we would like it removed as soon as possible, sir". Fin immediately went into negotiations and 'Rowell Haulage' came into play. So mid-afternoon saw us head for Chesterfield via Welshpool, Shrewsbury, Telford, M54, Birmingham, M6, M69, Leicester, M1, Nottingham, Chesterfield.

Can you imagine it, in the middle of England as far from the sea as one can get, Fin goes up to the desk and says, "I've lost a boat, officer," and the policeman, keeping a straight face, says, "Would it be a Salcombe Yawl called "Dipper", sir?"

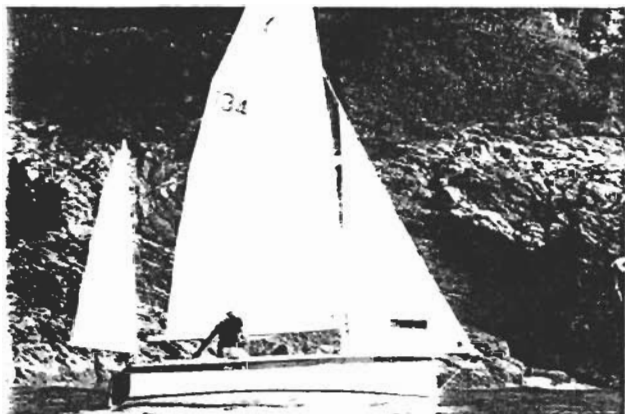
After signing the paperwork and rushing off from another delightful police lady we headed for Bala, with "Dipper" hitched on. We were lulled into a false sense of security until Spaghetti Junction when bang! lurch! screech! Heart attacks all round, a high speed blowout right on one of the interchanges. If you have ever seen a pit stop on the TV, forget it - we were on the road again in seconds!

We were able to join the rest of the team in Bala for dinner later that evening - what a day!

John and Hazel were the winners of the Inland Trophy, and it was a shame that the wind became stronger as Sunday progressed. Paul and Karen were the only yawl to attempt the last race, giving us a demonstration of heavy weather yawling before retiring to the bar.

As a last gesture Nick Walker and Fin rose at 5 a.m. on Monday for a final round of mountain golf: as the sun rose a stunning display of RAF fighter planes dog fighting amongst the mountains was an unforgettable experience. A quiet journey home through Wales and the Wye Valley rounded off another long weekend that seemed like a fortnight.

N.B. The case will be heard in the Crown Court any day now - watch this space for results.



## MUMBLINGS FROM THE CHAIR

Although I am writing this piece during early November with the clocks just going back and winter creeping upon us, by the time you read my mummings I am sure the season's greetings will be in order. So I extend to you all a 'Happy and Prosperous New Year'. Scratch has kindly acted as editor again for our second newsletter and Nick Walker must be thanked for his technical input. Anybody wishing to voice an opinion (and I know you are very good at opinion) may use the publication as a soap-box. Please note the editorial content does not necessarily represent the views of the committee.

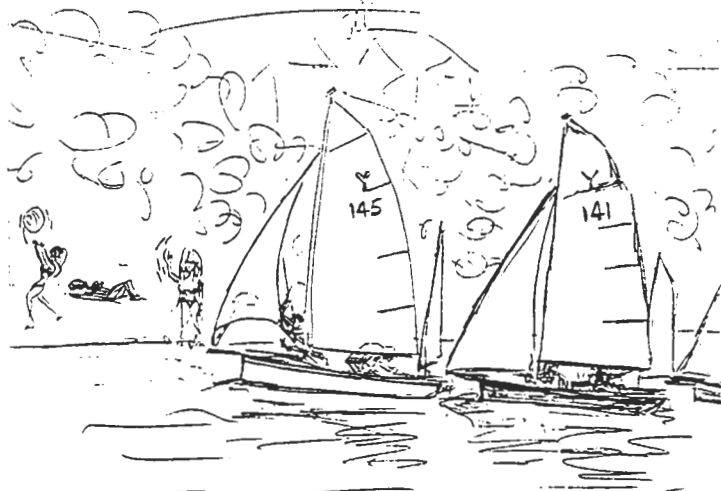
I am very pleased to announce no E.G.M. this winter, so I will not see many of you until next year's sailing. Salcombe sailing may see some changes next year, with the addition of Yawl racing in the Range on Sunday mornings courtesy of the Cruiser racers, more of this elsewhere.

I have long held the view that maybe we should have more 'fun' sailing events, whether at Salcombe or in the real world. I would like to see more of the little used Yawls and older non racing boats involved, and maybe some of our distant brethren 'coming home'. Would there be any support for a Yawl rally? Have we become so polarised with racing that we have forgotten the class as a whole, the family Dayboat for which picking up prizes is only part of the fun? Comments please! Remember the Committee is here to serve you.

This news letter has been sent to all known Yawl owners, not just S.Y.O.A. members, not as a recruitment drive but to find out where all the boats have gone. If you receive a news letter but no longer own a Yawl please forward the letter to the new owner or contact the class Hon. Sec. on Kingsbridge 852812 (day) so we can keep a full record of Yawl whereabouts.

I hope you enjoy this winter warmer and that your thoughts may soon turn to rubbing down, varnish and paint, paint Woody not pint.

Paul Maggs



BUCK UP GIBBO, YOUNG RACHAEL IS WAVING TO TAN FROM SMALLS - THAT'LL SLOW THEM DOWN!

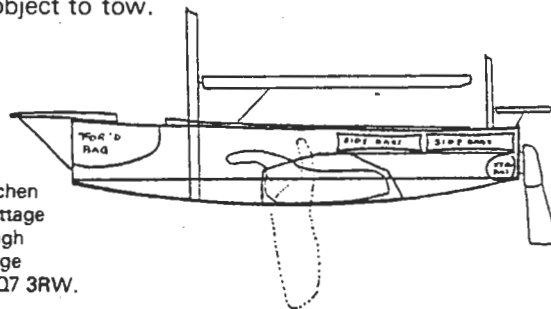
## NEW BOATS AND OLD

The building programme this winter would appear to almost have come to a standstill. Mike Atfield has spent most of October and November on Fin Honey's new Morrison Design Yawl. At the time of writing this she was all decked up, half painted and varnished, not too far away from weighing and measuring day. She looks very good with a noticeably wider stem than most yawls. Good luck Fin! Mike tells me he is laying the keel of another yawl right away for a Mr. Hughes.

More older boats have reappeared on the racing scene. Y58 is back racing again after a long absence. She looks very smart after hours of work by her owner, Martin Bidlake Corser. Y17 was racing again this year, but I hear she has gone to Germany for a while because of her owner, John Gilliam's work commitments. Y22, owned by myself, is now ready to go in and have six new planks, new transom, top strait and decks, having been completely stripped out inside. It is doubtful if she will be ready for the '91 season though - believe me, renovating an old yawl is a long term project. She was built in 1954 by Jim Stone for Tom Murray of East Portlemouth. She has had a long and chequered career, having spent 25 years of her life as an instruction boat for the I.C.C. In the early 1960s she changed hands for seven bottles of gin and was known affectionately the Gin Yawl. When she is eventually relaunched, though, she will retain her original name of "Kittiwake". Jim certainly built them to last.

Outside racing is on the cards for next year. Gerry Turner of the Cruiser Fleet has kindly offered to hold a yawl start on Sunday mornings in the Range with the cruisers. Great news! For myself I will be one of the first to set sail over the Bar to race outside in the open sea, but caution is the key word. I feel the myth of the Salcombe Yawl being a good seaboat is history as long as we continue to race with these very large racing sails. No yacht is a good seaboat if it is over-canvassed. While racing in the confines of Salcombe Harbour these sails are fine. A capsized yawl in the harbour and its crew are a very salvageable proposition, a capsized yawl in the open sea is a very different situation. The last thing I wish to be is a killjoy, but having been at sea all my life I know at first hand the awesome power of the sea. Forethought and common sense are the key to good seamanship. Always shorten sail in good time.

There is one recommendation I feel I could make from past experience of being in a capsized yawl. The buoyancy is much too low. It tries to lift the boat too high in the water. This usually results in the yawl wallowing from one side to the other, and being very awkward to tow. If the buoyancy is high up in the hull the submerged yawl will then hang under the surface of the sea, quite stable although submerged, and a much easier object to tow.



W.J. Hitchen  
Bridle Cottage  
Malborough  
Kingsbridge  
Devon TQ7 3RW.

One last thing folks, our newsletter is made up from your letters. If you have any news or views about the fleet, put pen to paper; here is my address.

Scratch (Y142)



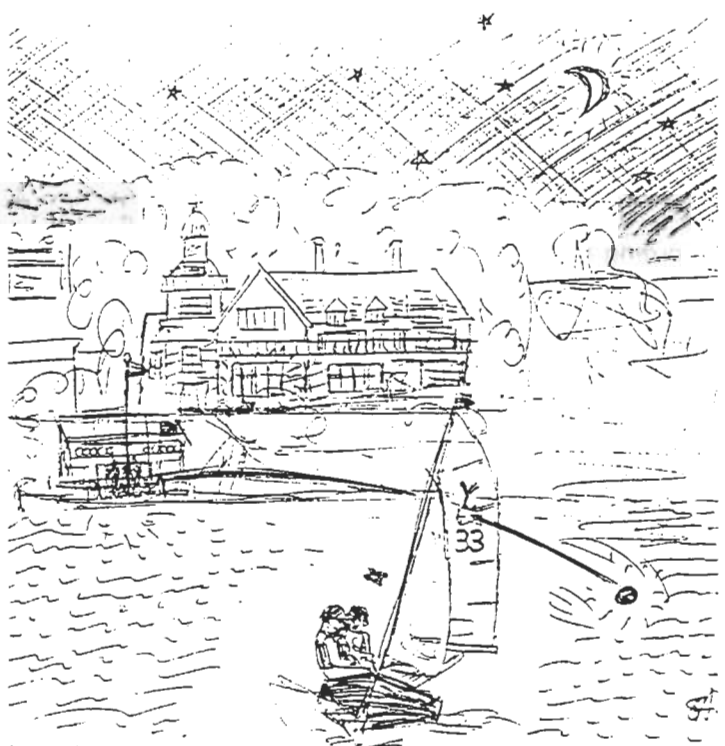
Back Row: (left to right) Nick Rowell (74), Bill Hitchen (142 & 22) Martin Payne (Rentahelm and rentacriccketgear), Nick Walker (107), Andrew Watts (Rentajoke), Paul Maggs (96), Ian Squire (145). Front Row: Malcolm Squire (145), Simon Gibbens (helm of 141), Toby Hodges (star bowler) and Peter Hodges (Rentacrew and Harbourmaster).

The above motley crew assembled at Malborough one sunny evening this Summer and soundly thrashed the home team, Malborough Moonrakers by one run. Star performer, somewhat surprisingly, was the Secretary (44 runs, mostly in straight sixes!). The photo above shows him displaying his elegant style.

*Photo Martin Payne*

**1990 SEASON RESULTS**

<b>Spring Series</b>		
103 C. Millward/G. Gilson	Lapwing	1st
<b>Spring Open Meeting</b>		
141 J. Woodward/S. Gibbens	Nuffin	1st
145 M. Squire	Rewster	2nd
98 I. McCormick	Sandpiper	3rd
<b>Sailing Club Series</b>		
141 J. Woodward/S. Gibbens	Nuffin	1st
144 J. Alsop	Cormorant	2nd
65 D. Gay/T. Stone	Avocet	3rd
<b>Summer Series</b>		
145 M. Squire	Rewster	1st
141 J. Woodward/S. Gibbens	Nuffin	2nd
144 J. Alsop	Cormorant	3rd
<b>August Open</b>		
144 J. Alsop	Cormorant	1st
145 I. Squire	Rewster	2nd
140 A. Fuller/G. Gilson	La Chouette	3rd
<b>Jalcombe YC Regatta</b>		
<b>'A' Fleet</b>		
145 M. Squire	Rewster	1st
144 J. Alsop	Cormorant	2nd
103 C. Millward/R. Gibbens	Lapwing	3rd
<b>'B' Fleet</b>		
60 J. Watkins	Xantippe	1st
123 M. Garrett	Kenavo	2nd
99 G. Shove	Shoveler	3rd
<b>Town Regatta</b>		
145 A. Squire	Rewster	1st
74 M. Payne	Albatross	2nd
144 J. Alsop	Cormorant	3rd
<b>Autumn Series</b>		
144 J. Alsop	Cormorant	1st
103 C. Millward/R. Gibbens	Lapwing	2nd
138 W. Greenhill	Betty	3rd
<b>Inland "Worlds" Bala</b>		
82 J. Donovan	Jay Dee	1st
96 P. Maggs	Sea Pigeon	2nd
107 N. Walker	Foxy	3rd
134 Went missing!		4th



"I DIDN'T KNOW THEY USED A CANNON FOR FINISHING RACES, DID YOU TOM?"

**FOR SALE**

**Y134 - DIPPER**

Built by Atfield 1984, in immaculate condition

**£5850.00**

**Telephone Fin, Salcombe 2697**

Y26 Gannet. Built 1956 by Stone. Offers to Derrick Stevens, Hamels Lodge, Boars Hill, Oxford. Tel 0865 739300.

## GOLF DAY 1990

Once again we were fortunate to have excellent weather on 14th June 1990 for 24 Yawl Golfers.

The morning round was won by Ted Pearce (sponsored by his optician) with 41 points narrowly defeating Martin Payne. In the afternoon Andrew "Seve" Reid and Ted Pearce pipped Maggsie and Karen by one point.

Jon Alsop (probably a better sailor than golfer) and Sue took the delicately mounted plastic putter with Jon also being awarded the very fine, but sadly outlawed, Morrison Mizzen. "Seve" (probably a better golfer than sailor and an excellent Architect) outdrove everyone by miles for the much coveted Payne Boomer Trophy. Ted Pearce won nearest the pin and Chris Hall was the best lady golfer.

Wives and girlfriends assembled in the evening to an excellent dinner of Roast Duck. Very many thanks indeed to Alfred and Daphne Doulton who, on the evening of their Golden Wedding Anniversary, entertained us all with golfing anecdotes and presentation of the prizes.

Next event on 20th June 1991 to take place at Bigbury again. Entry forms with next News Letter.

## DATES FOR 1991

Spring Open Meeting May 25th, 26th, 27th.

Yacht Club Regatta August 4th-10th.

A.G.M. Tuesday August 6th at the Yacht Club. Remember that any proposals for the A.G.M. must be submitted in writing to the Secretary not later than 6th May (3 months in advance).

Town Regatta August 12th-17th.

August Open Meeting August 24th, 25th, 26th.

## NOTES FROM THE ANNUAL GENERAL MEETING

**Side decks:** A proposal that built in side decks be allowed, limited to the area between the main shrouds and the aft end of the cockpit, was discussed at length and then rejected by a large majority.

**Constitution:** The new constitution (which was circulated with the last newsletter and had prompted only one comment from the membership) was accepted by a unanimous vote.

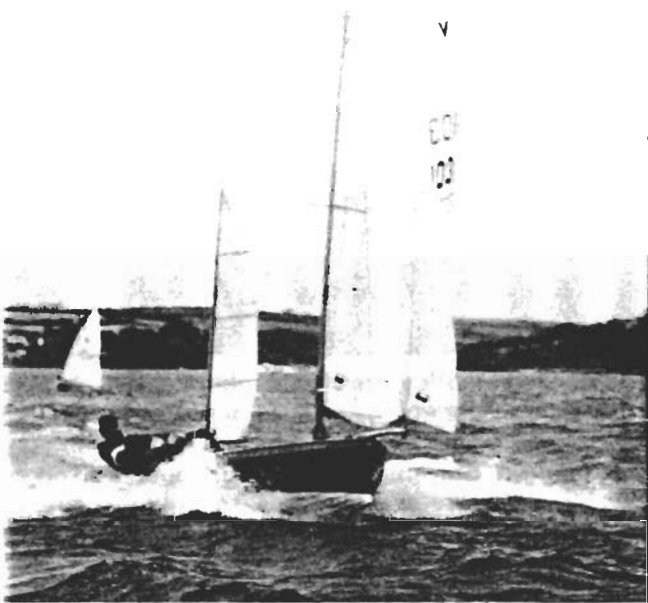
The meeting agreed to make John Donovan Jr. (Y an honorary member of the association in recognition of his sterling work as Honorary Measurer.

**Officers:** Alfred Doulton retired as Chairman and was presented with an engraved tankard as a token of thanks for his excellent guidance through the Association's last few turbulent years.

Paul Maggs (Y96) had been persuaded to stand for the post of new Chairman and was duly elected. Nick Walker (Y107) was re-elected as Secretary/Treasurer. Paul Maggs was due to retire from the committee and Mike Treleaven (Y118) was voted in as a new committee member to join Bill Hitchen (Y22), Malcolm Squire (Y145) and Nick Rowell (Y74).

**Other Business:** Some discussion took place on the success of split fleets during Regatta, the issue of new sail numbers and racing rules.

**Subscriptions:** Under the new Constitution subscriptions are due on **APRIL 1st**. The amounts will remain the same as last year (£10 for Full members, £2 for Associates). Enclosed is a subscription form, the completed return of which would be appreciated.



Richard Gibbens with Chris Millward had a very good season in Chris's Lapwing (Y103) seen here on mast strength trials!

## THE QUARTERLY POEM

'Twas on a Saturday sunny and bright  
Our Gladiator set sail a little bit light.  
Forging ahead in his new boat,  
The Christians behind, scarcely afloat.

The Romans ahead, the course lay south,  
Our struggling Christians down in the mouth,  
Trying their best to gain some way,  
Unaware that there was foul play.

Out to sea the contestants sailed,  
Those in the rear, by their weight failed.  
The new Roman chariots by far ahead  
Totally unhampered by cargoes of lead!

Meanwhile back at the watch-tower tall,  
Our sparkling God prevailed over all.  
Through a dark alley secretly trod  
A Judas Iscariot to give him the nod.

Soon appeared Chief Gladiator fine,  
Well in front, crossing the line.  
A hollow victory soon was disclosed,  
A Gladiator's oversight fully unclothed.

Summoned by God to the tower's height,  
Thunderstruck by a bolt of true light,  
Our Gladiator stood, needing correction,  
His carelessness having been brought to detection.

Seriously, if you Romans need lead  
(Even if it means not forging ahead)  
There is plenty to be found, Portsmouth side,  
The Christians forgive being taken for a ride.

The Portsmouth folk are used to stones,  
They are the last to be guilty of moans,  
However they feel that the bronze age is cricket,  
Anything else you can stuff up your wicket!

Jim Stone

## MEASURING YAWLS

### A little history for those new to the fleet

Over the years many different systems have been devised to ensure that the best helm on the day wins. In some races a handicap system is used such as the IOR or CHS or Portsmouth Handicap where dissimilar boats are compared mathematically so that the first boat over the line is not necessarily the winner. Other classes such as the Enterprise, Solo and Hornet lay down strict hull measurements with very little tolerance so that in theory at least all boats are a One Design and the winner is the first boat to cross the line.

The Salcombe Yawl has taken the middle route being a restricted class, where the hull shape could be varied quite considerably within specified tolerances but the race is still won by the first boat to cross the finish line. This system worked extremely well until 1988 when a revolutionary design by Phil Morrison (which complied with all the required measurements) demonstrated that the rules in use at the time would have to be strengthened. The Yawl in question, No. 141, proved to unbeatable in a blow and still competitive in light airs. Concern was expressed by the owners of existing Yawls at the 1988 AGM. Later that year a petition signed by 10% of the membership was presented to the Committee declaring that as the rules then stood they did not prevent a Yawl being built so radical as to be no longer safe as a cruising boat with a family on board, but only of use as a racing machine.

The Committee were stuck with a problem; no-one had ever actually drawn the hull shape of a Yawl on paper, everything was done by eye. The devised solution was to take a selection of the newer Yawls, one from each of the builders (Stone, Gibbens, Cater, Atfield and Taylor), turn it upside down and measure the hull shape. As the hull of a Yawl is 16 feet long it seemed logical to measure the hull shape at sections 2 feet apart, measuring from the transom. This enabled us to compare the hull shapes at these points and remarkably enough there was surprisingly little difference between them. In all, 7 Yawls were measured during the winter of 1988 and from this information and from the use of the plans of 141, the Committee proposed that all new Yawls would be measured at the 2 feet sections from the transom and the measurements at these points would have to fall within an envelope. This idea was proposed at an EGM in January 1989 and carried.

Obviously, the hull shape is much more restricted now than it was before the 1989 EGM, all the current designs being built in 1988 would pass the new criteria (excluding the design of 141), but it still allowed plenty of scope to further alter the shape according to personal taste, just compare 145 (Morrison design) and 144 (Alsop design).

### Now to the method of measuring new Yawls

Most are measure upside down - the hull is secured so that it cannot rock (this could give inaccurate results) and a base line of thin cord is set up at 300mm below the intersection of the keel and garboard at the transom and 325mm from the extension of the garboard seam at the stem. The stations are then set at 610mm, 1219mm, 1829mm, 2538mm, 3048mm, 3658mm and 4167mm measuring forward from the aftermost point on the transom (it's amazing how many are not flat) parallel to the base line, marking points both on the keel and top strake on both sides of the hull. Vertical measurements are then taken from the base line to the garboard seam

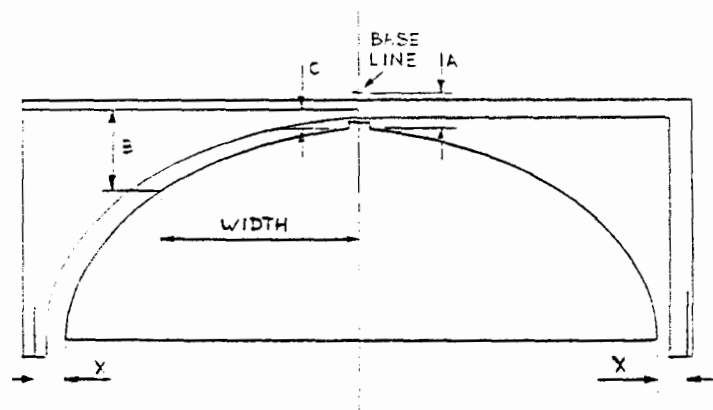
and noted on the measurement form (Measurement A). At this point the waterline length can easily be checked. Next the base line is removed and the templates made by Dr. John Barrett (our previous Secretary) are used at each station. The templates are centralised by comparing the measurements X, then the measurements to the hull at the widths specified on the measurement form are taken from a convenient datum line (Measurement B). The measurement from this datum line to the garboard seam also has to be taken (Measurement C) in order that measurement B can be related back to the base line -

Measurement from base line to hull = B + (A-C)

The hull of a Yawl is of course clinker built, and many of the measurements do not fall in a convenient place on the intersection of two planks, so the measurement has to be taken to an imaginary point as if the hull were carvel built. In all 59 measurements are taken at these 8 sections to control the hull shape, but of course many more than this are required to get to those measurements. This is the most difficult part of measuring a Yawl and it would normally take about two and half hours to three hours.

The hull is then turned up the right way, and the decking, seating, buoyancy and mast step are measured. This is followed by weighing the hull and centre plate (see the last issue of this newsletter). Next come the masts, booms, bowsprit, whisker pole, and sails. In total 136 measurements have to be filled in on the measurement form and the whole operation takes about 5 to 6 hours. However only a major structural rebuilding of the hull would necessitate remeasurement, so it is a once only operation. Any Yawls built before No. 142 do not have to comply with the new specification, and obviously the measuring of these is much simpler and can normally be finished in three hours.

John Donovan



## LONDON YAWL DINNER

A London Yawl Dinner has been proposed on March 15th, the weekend of the England v. France rugby match. Those interested please contact Barny Greenhill (071-720 8681/071-498 3342 evenings) or Woody Woodward (081-398 8447). Details will be circulated later.



## THE DESIGN AND CARE OF YAWL SAILS

Often overlooked and yet vitally important for continuous good performance, your sails are the engine of your yawl. Weighing only about 15 pounds for the complete suit they can develop about 15 horse power which is a far better power to weight ratio than any outboard. This can be illustrated by the fact that in gusty conditions a keen spectator with anything less than a 15 hp outboard has great difficulty keeping up with the fleet. Therefore these sails should be cared for and nurtured as high performance aerofoils. If they are stuffed into a sailbag or left lying in the bottom of the boat they will not perform well!

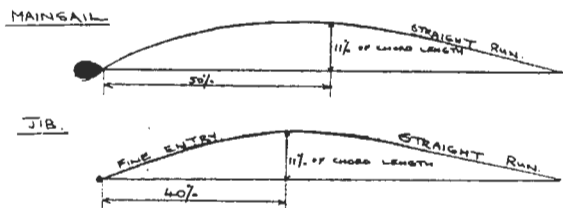
Racing sails should be made from a hard finish sailcloth of the most stable construction, and should always be rolled and stored in a full length sailbag, whereas cruising sails cut from a softer cloth can be flaked and stored in a smaller bag.

A racing mainsail should be maximum size and fitted with a window and design matched to the mast bend characteristics by tuning of spreaders and restraint at deck level. It must perform well in all conditions as wind speeds vary greatly around Salcombe Estuary. On a day when there is a force 6 at Blackstone it may only be force 3 at Tosnos Point. Battens should be glass fibre and tapered, Cunningham, kicker and foot outhaul systems should all be to hand and work well so that constant adjustments can be made. I am currently using a lens foot on my mainsail which allows the fullness in the lower region of the sail to be dramatically reduced during the course of a race in heavy weather by a muscle box outhaul system.

The racing jib should also be cut full size with a window fitted and a luff wire as strong as the shrouds. It should be cut as low as possible (just like dresses!) and the fairlead system should be adjustable both fore and aft and athwartships so that leech tension and the slot can be controlled.

The racing mizzen should also be full size and have three full length glass fibre battens. It should be cut board flat to prevent shaking when going to windward, and will provide drive off wind when eased and twisted.

I favour the following sail design shapes:



The cruising mainsail can have a moderate roach (leech round) of about twelve inches and a reef of about thirty-six inches can be very useful. The cruising jib can have a higher cut clew to aid visibility and be fitted with a window and forestay hanks for ease in hoisting and lowering. The cruising mizzen should have a moderate roach with full length battens.

One item which I believe is going to be discussed by our committee is the possible allowance of a full length top batten in the mainsail. From a sail maker's viewpoint this would be most desirable as the amount of roach to be supported by the present short top batten is too great. From the sailor's point of view it would mean a much more manageable sail in a blow without all that shaking and flogging. It would also increase the performance life of the mainsail.

Good sailing in 1991!

Jon Alsop

## SALCOMBE YAWLS, B FLEET, SYC REGATTA 1990

Fifteen Yawls entered; they all turned out for at least half the races (and most of them for all the races). It was in some ways more fun than racing in the afternoon with the A fleet would have been. For one thing, there was no pecking order; five of us had the enjoyment of winning a race (and the Yacht Club was able to provide a separate cup for each win). One could be close to the line at the start without being in a state of terror. The weather was sparkling, and although on some days there was enough wind for some planing, during the forenoons of this SYC week it never blew in the frightening way it did on some of the afternoons. I did not myself observe any incidents, but I admit that by the end of the week Y135 was heavily bandaged as though after a multiple stabbing, perhaps with a Yawl's bowsprit. But she came a creditable fifth overall. It was good to see Y101 going well; she presented a vigorous challenge to the eventual winner, Y60, but was pulled down to fourth by not starting on Wednesday when it was blowing too hard for a cadet crew. After a shaky start Y123 went well and came second, with Y99 third.

For the overall winner there were two splendid rewards. Through the generosity of Mr. Parker-Swift, of Salcombe Chandlers, both helm and crew received a splendid pair of Sebago Dockside shoes (of a colour of their choice). The other was the Dunhill Trophy. This had been made available the previous year by Eddie Dunhill for the boat numbered 110 or less that did best in the SYC Regatta, and he agreed to it being switched to the winner of the B fleet when this was created. So I urge any A-fleeter who is feeling rather stuck rather too far down the pecking order to join us next summer and compete in friendly company for this fine trophy and other good prizes.

John Watkins



Y106 Goodyear - always a fast boat, now under new management!