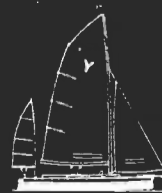
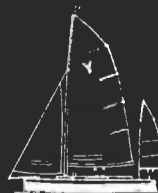


THE SALCOMBE YAWL OWNERS ASSOCIATION

NEWSLETTER

FEBRUARY 1992



"It's alright Richard, it's definitely not bronze"

ere it is at last folks, after a few setbacks on the printing date, the fourth Salcombe Yawl Newsletter. As you will see from the contents in this issue letters are coming from far and wide. I can't however emphasise enough though this letter is only possible with your support, so no matter what time of year it may be, if you think you have something interesting other owners would like to read about put pen to paper and send it to me, including photos, which can of course always be returned.

On the old yawl front the only new and interesting news is that Geoff Gilson has bought Y16 Ariel. He is in the process of giving her the full "cosmetic facelift", i.e. back to how she was. Hopefully I may gather some history on the boat for the next issue. From what I have heard so far about her she has certainly got a story to tell. Good luck Geoff when you do eventually get to the start line.

As far as I am aware 5 or possibly even 6 new yawls should be racing next season, all being to the Morrison design, one of which is actually being built at the Rowsell-Morrison yard at Exmouth. Rumour has it that all 5 boats are going to be in very capable hands. (Watch this space!)

he yawl skiing season is almost half way through now with the snow in Europe better than it has been for years. I still have had no more news of any record-breaking runs from Courchevel, but I do know that Graham and Lesley

Shove (Y99) will be doing the downhill this year at about the time this is going to press. By the way I. McCormack (Y98), the Downhill Committee, has decided you will have to ski with a handicap, possibly one ski, and no gloves for Woody!

Happy New Year and Good Sailing,
"Scratch"

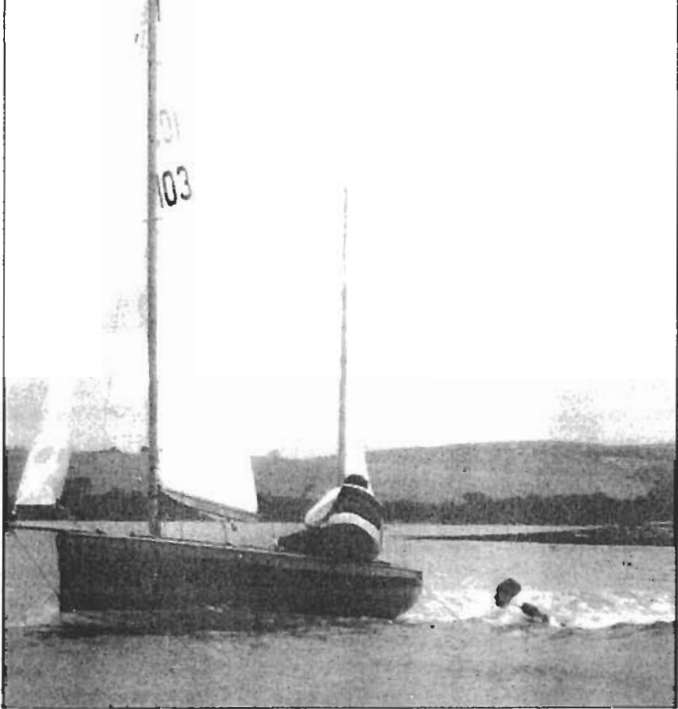
Bridle Cottage, Luckhams Lane, Malborough,
Kingsbridge, South Devon TQ7 3RW.
Tel. (0548) 561619

STOP PRESS

Women's Downhill Record!
Lesley Shove 11.50
Graham Shove 13.00

1992 DATES

Spring Open Meeting	23rd - 25th May
Golf Day	11th June
Yacht Club Regatta	8th - 15th August
Town Regatta	15th - 22nd August
August Open Meeting	29th - 31st August



"Does that make it go any faster?"

AGM REPORT

Some 35 members attended the Annual General Meeting held at the Yacht Club on its traditional day, the Tuesday evening of Regatta Week.

Three motions were on the Agenda: -

1. That Paragraph 10 of the Constitution be altered to read: "The Association shall issue a Y number to a new Yawl when a request for measurement of a completed boat is received by the Class Secretary together with payment of the appropriate fee to the Class Measurer".

Proposed by: The Committee. This motion was carried unanimously.

2. That Paragraph 11(a) of the Specification be altered to read: "There shall be not more than 4 battens in the mainsail. Maximum length shall be 1041mm for the bottom 3 battens and 1400mm for the top batten. Maximum width shall be 51mm. Material optional". Proposed by: Jon Alsop.

The Committee wished to propose an amendment to this proposal: That the above proposal be amended to include the words "From 1st January 1992" before the word Paragraph. The amendment was carried, but the motion was defeated (just short of the $\frac{2}{3}$ majority required).

3. That Alfred Doulton, our former Chairman be elected an Honorary Member of the Association, in recognition of his long service as Chairman and his skilful helming of the Association through troubled waters! Proposed by: The Committee. This motion was carried unanimously.

The Officers and Committee were re-elected en bloc, as all were eligible for re-election and there were no other proposals.

Paul Maggs - Chairman (96)

Nick Walker - Secretary (107)

John Donovan - Measurer (82)

Committee - Bill Hitchen (22), Malcolm Squire (145), Nick Rowell (74), Mike Treleaven (118).

Accounts for 1989-90 were presented showing a surplus of income over expenditure of £115.35. The Association had £268.69 in the bank at 31.10.90. There were 62 full members and 25 associates in that year.

Nick Walker

MORE MUMBLINGS FROM THE CHAIR

Dear friends, I trust you all had a peaceful Christmas and are enjoying a happy and prosperous New Year. As I sit by the warm log fire, cocooned from the rain and wind outside, and scribble this offering the five minute gun for the Auburn Cup seems a million miles away. But deep down inside somewhere between the turkey and the Glayva the gut feeling of Yawls is beginning to stir. The Yacht Club want their money, the Harbour Office need to know if you still need your mooring (apologies to our non Salcombe members) and for all the thoughts of sanding, paint and varnish will soon be with us, whether you are a do-it-yourselfer or pay the bills.

For my part I must try to remember where I hid Sea Pigeon. It is my intention to have Y96 back on the water this year and sail her in my capacity as joint owner.

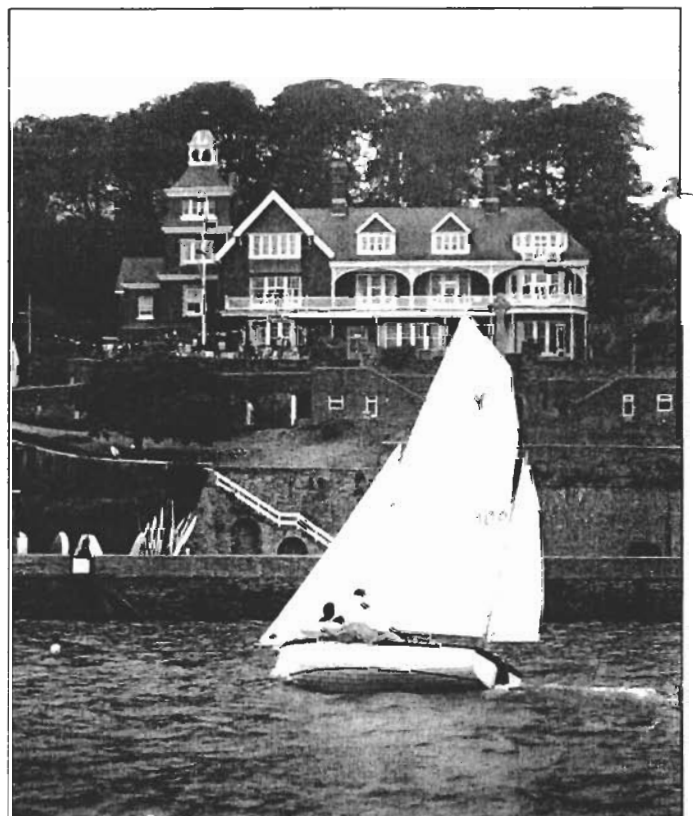
At this point I would like to thank two Nicks and a Charlie for letting me sail their boats last season. I if no one else was impressed by Y74's 20 year old straight line boat speed.

There are new boats in the offing for the new season and possibly one from a new stable, but more of that elsewhere I expect. There may also be a need for new personnel to run the association both on the committee and from the chair, and on the face of it this should be a straightforward task. But as our boats are so versatile and try to be all things to all people, there are bound to be differences of opinion and ideas which need to be sorted out. So please don't shy away from doing your bit.

My thanks to all the committee members for their work so far this term and as always a special thankyou to John Donovan and Nick Walker for services rendered.

Please don't forget the cut off date for the AGM agenda, and I hope to see you all on the water next summer.

Paul Maggs



Y106 approaching the finish line with Salcombe Yacht Club in the background -where all Yawl owners will be made welcome, especially between 5 and 6 o'clock on any Summer Saturday!

THE FIRST AMATEUR YAWL?

My family boasts no particular interest in boating so being brought up in Richmond, beside the Thames, must be mostly responsible for my love of boats. By the age of ten I was scrounging 'drives' on the Thames pleasure launches as well as haunting the riverside boat houses to watch the building of Thames skiffs and other rowing craft.

I acquired my first boat in 1975 - a 13 foot Thames rowing dinghy complete with standing lug sail and camping cover à la 'Three Men in a Boat'. Typically for me, this was cheaply bought, because it was in need of major surgery. It was restored over several years, and frequently rowed upon the river of its birth, but it was not until 1983, after a move to Bristol, that I got around to restoring the sailing gear. An important point was now revealed - I hadn't the first idea how to sail a boat! Fortunately, a colleague at work came to my rescue. He showed me how to sail the lugger in Bristol docks and subsequently took me on one of his visits to the Island Cruising Club at Salcombe. One visit was enough to convince me that sailing was 'the thing' and I returned for a basic course the following year. Having discovered sailing and the delights of Salcombe, I continued my membership of the ICC and finally, in 1988, I got to sail one of the club Yawls. What a wonderful thing! I as hooked!

For many years I had contemplated building a boat, but apart from several paper studies, I contented myself with repair and restoration. The Thames dinghy was followed by a old Graduate which I still use, and then I acquired a 16 foot Bluebird dinghy with a view to getting the family sailing (two growing boys plus wife). This last project was a complete failure and should never have been started because the boat was falling apart quicker than I could rebuild it!

After the inevitable bonfire, I found myself with a lot of parts left over and a fair bit of capital tied up in unused timber. I decided that the only sensible thing to do was to build a boat to use up the materials I had. My experience and love of older craft made it obvious that clinker was to be the method, so I surveyed the designs available from the established designers. However, I found that these were generally for little known types, at least in the areas that I had sailed. The fact that the Bluebird had been a 16 foot craft was the deciding factor: this fitted very well with the idea of a Yawl since all the left-overs were of about the right size. Here was the excuse I needed, to build the boat I really liked!

I contacted the Yawl Association in the Autumn of 1990, and both I and my idea of building a Yawl were made very welcome by Nick Rowell. I then went in search of Yawl plans, but the only ones I could find for sale gave insufficient detail for one of my experience to work to. At this point, I decided to visit Salcombe and armed with nothing but the article on Yawls from 'Classic Boat', I 'dropped' on Michael Atfield. This proved to be a marvellous choice, since Michael was very helpful with advice, and while there I met 'Scratch' (Bill Hitchin) who was also full of information. These two individuals were instrumental in making possible what followed.

After this very successful visit I examined the Yawl regulations in detail, and I realised that since their extension a few years ago, they now contain enough information on which to base a design. Being an engineer and more comfortable with detail than with the traditional trade skills methods of professional builders, I decided that Computer Aided Design (CAD) was the best route for me: enter my friend Michael Weaver. Michael is also an engineer and a particularly skilled CAD operator who works for a company with a very advanced CAD system



SALCOMBE YAWL
STARBOARD SIDE
HALF-MODEL

M.J. WEAVER

DEC '91

-and he also has the boat bug! With the permission of his company (and of his wife) he was duly recruited, and has now spent very many hours, mostly at night, designing a Yawl. There have been numerous long telephone conferences (at a cost best forgotten) and several bundles of drawings have travelled back and forth across the south of England, but a Yawl now exists as an electronic model and its lines are clearly those by which we are all delighted.

Our basic method was to start with the measurement values given in the current rules: the useful point about these is that they were derived by measuring a sample of existing boats. Although this means that they are not valid for a single boat, they do give a set of tolerances for any point on the hull so, using CAD, it was possible to input all of these values and effectively create a three dimensional shape like a very thick hull, into which the design must fit. After this came the usual application of a little naval architecture to arrive at a smooth set of lines.

The lines have now been created and agreed, and the full dimensions of a ballast keel and centre plate that I bought second-hand have also been entered into the model. The process has now moved to detailing, much of this being based on the scantling limits given by the rules, but also incorporating invaluable advice that Michael Atfield so kindly gave me.

On the hardware front, I have already mentioned that I have some materials including the keel castings, and after a difficult search I have found my main timber supplier in

Barbards of East Ferriby. This was another case of people being so very helpful, because the search for timber in the quantities I required had all but defeated me, when I was fortunate enough to meet no lesser person than the chief shipwright of the 'Great Britain' project, whose freely given advice put me back on the right track and helped me with other aspects of the project. My own company have also helped, in a way, by demolishing a building, so I now have plenty of large softwood for the building frames. Finally, I decided that my own facilities were not adequate, and I have therefore purchased and rebuilt a suitable planing machine.

A design model and some material are a long way from a finished Yawl, so will she ever get built? A very good question, but the answer is almost certainly yes. With the help I have had from other people, and with Michael Weaver's design flair, I think it can and will be done. We have the lines, which check against the rules, and the first of the component drawings now exist so I am in a position to start the build.

When will she be finished? Well there's no answer to that, and even if I've got an idea, I'm not saying! One day, hopefully not too far away, you'll meet me out on the harbour in the very first computer-aided designed and amateur built Salcombe Yawl.

Unless, that is, you know otherwise!

Bob Jardine



John Woodward and Simon Gibbens in Y141, the original 'Superyawl', seen here sporting the outlawed mizzen which John later kindly presented as the 'Mizzen Memorial Trophy' for the Yawl Golf Day.

YAWL GOLF

The only alternative to the Ryder Cup

Salcombe Yawl sailors took time off from their World Championship Regatta preparations to indulge in the annual golf day at Bigbury on 20th June 1991.

Charlie Wayward led out the field, despite not being allowed his Land Rover as a golf cart. He was accompanied by Scratch on the morning round so they could talk amongst themselves about old Stone yawls.

Malcolm Squire and brother, Ian, seemed 'appier wandering around the adjacent farmers' fields than on the fairways. Luckily Sue was not there with the video camera and commentary. In any event, Bill McLaren would have been more appropriate!

Ted Pearce was again nearest the pin on the 17th green, although this year he was only a spectator. His other rescue boat duties were ably carried out in a golf cart.

Steve Carter won the long driving competition, having persuaded Jim Blazeby not to impound his driver. Seve Reed was severely handicapped this year and he nearly looked a better sailor than golfer (no - that's impossible).



Martin Brett and his family, new owners of Y105, who quickly learnt their way round the racing last year.

He nevertheless managed to scrape a prize at the penultimate hole.

Les Russell won the Nuffin Challenge Cup for the best morning round, Mike Treleven came second and Robert Hitchen picked up the Mizzen Trophy.

Woody and Gibbo collected the prize for best score from helm and crew in the afternoon. Simon, wearing Bernhard Langer trousers, obviously putted better than his mentor.

The honoured guest at the prizegiving and dinner in the evening was Jim Blazeby. He made a memorable speech (at least, we all remembered it) and thanked John Woodward for again organizing an enjoyable day.

Mervyn Honey, winner of the Plastic Fantastic putter for the player showing most promise, commemorated the evening by naming his boat after the main course. His face was a picture; beige with a hint of pink.

Seve Reed

MID-WINTER DINNER

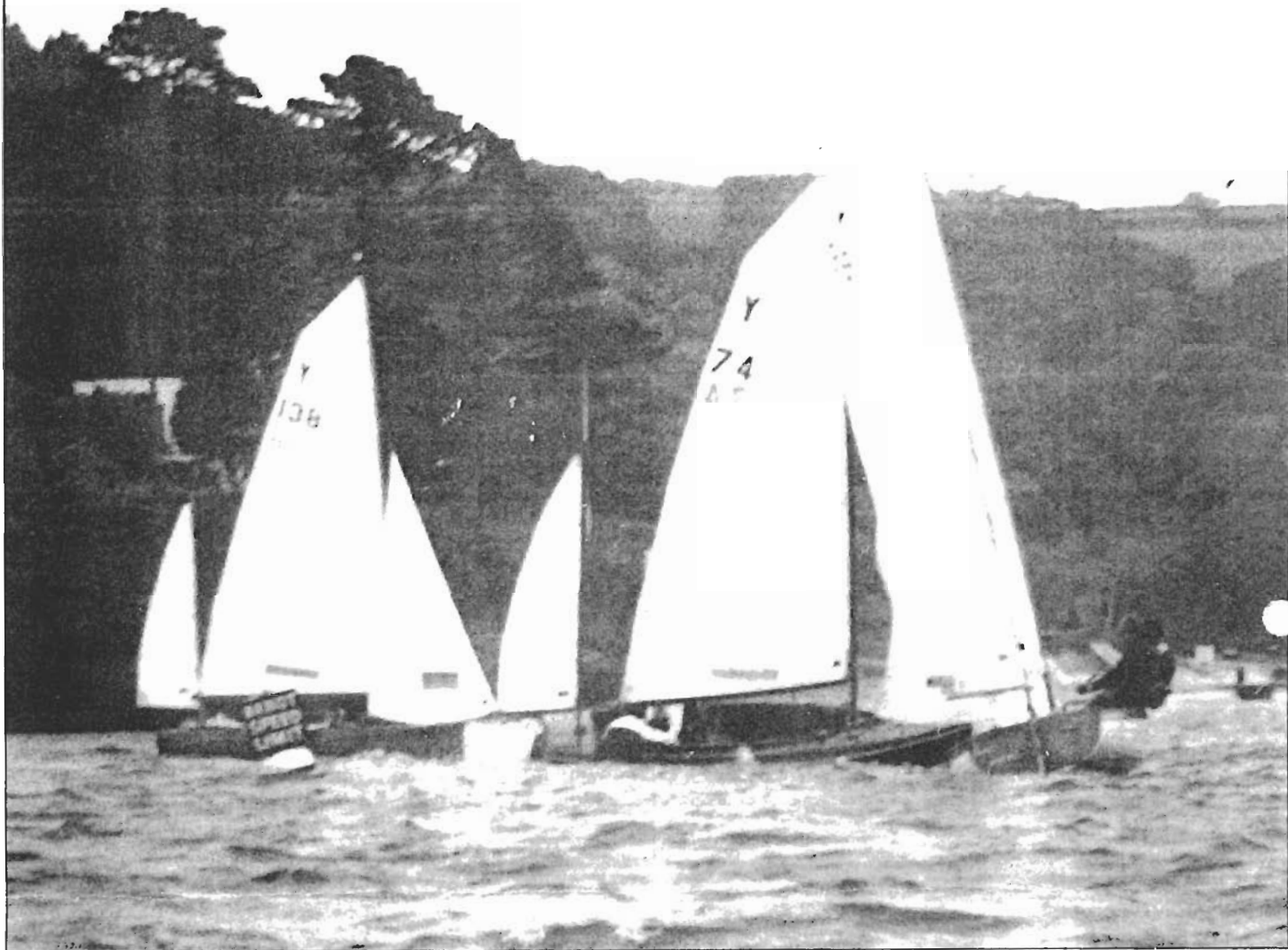
Friday, 15th March 1991

Very well done everyone, no complaints, who wasn't delighted with a super supper and thanks to one and all for making the evening so successful. After an hour in the bar thirty-one of us sat down to Avocado and Quail Egg Hors d'Oeuvre with Smoked Salmon and Herb dressing followed by Filet Mignon Grande Venuire (that's steak Finny) with Foie Gras and forest mushrooms (supplied by you-know-who!) and a red wine sauce. The sweet trolley and cheeseboard were more in keeping with a banquet for their variety and those heavy-weight sailors struggled to do it justice. Dinner was only interrupted by Charlie Yeoward who made an impromptu speech and yours truly, trying to do the MC bit, had trouble keeping him under control. After yours truly had made a welcoming speech on behalf of the organising committee (Woody and me) our Chairman was invited to say a few words. Paul Maggs was prepared but found that everything he had to say had already been said and that if the dinner was to be held again could he please speak first. The dinner is to be held again on Friday, 6th March 1992 at the same venue. This is the eve of the England v. Wales Rugby International at Twickenham so put these dates in your diaries **NOW** so that you do not forget.

The whole evening was very relaxed, friendly and a sense of decorum prevailed throughout although reports of medicinal pit stops on the way to Twickenham the next day surfaced in due course. As the evening coincided with Comic Relief/Red Nose day a bag of Red Noses was passed around and a collection made of £100.00. The money was paid to the charity and not used to balance the books. So cheque books out **NOW** and fill in the enclosed form to reserve your place on the 6th March 1992 and let's all look forward to a great evening. It should be better in one respect in that Ian McCormack (last time's only party pooper) has elected to be the After Dinner speaker and his theme will be, "Why his new Yawl will sweep the board in 1992". It's now up to you to fill in and return the forms **AND** money. The cost per person is £2.50 up to £37.50 and, as before, this **includes** not only service and VAT at the increased rate but also a Robert Probst special dinner with a bottle of wine per person. Send your money and the rest will be done. Special thanks must be made to those of you who made the effort to attend from the South Hams. Sixteen of you last time and hopefully more this.

Barney Greenhill

And by the way, the Sailboat '92 dinghy show is on at Crystal Palace at the same time.



"Gilson still hasn't tacked, Ian, shall we put up the protest flag or lighten his boat for him?"

THE (NEW) SALCOMBE YAWL

In recent years there has been considerable development in the design of the Salcombe Yawl. The committee, rightly, acted to prevent further and more extreme development. One result of this has been that the new boats are all very similar in design, as they have to be built within a comparatively small measurement envelope.

This winter more new boats are being built or are on order for 1992 and without doubt the owners of the new yawls will hope for a craft that is competitive with the best in the fleet.

Whilst it is very encouraging for the class to have so many new boats there is a danger of the class becoming totally split by performance into two different fleets. Those with sail numbers before Y141, which is where the development started, and an elite fleet of the newer boats.

Is there anything that can be done to make the older yawls more competitive?

As you many recall at the 1991 AGM it was suggested that the committee might look into an age allowance, in the form of a slightly reduced minimum weight for older boats. The aim would be to reduce the margin of performance enjoyed by most of the newer boats.

When I spoke to Alec Stone before the '91 AGM he was of the opinion that most, if not all the older Salcombe Yawls could easily lose about 100lbs. at very little expense and

without endangering the integrity of the construction by simply replacing floor boards with lightweight plywood and reducing any unnecessarily heavy timbers.

What I would suggest to the committee as a possible formula could be:

All Salcombe Yawls up to 10 years old - existing minimum weight.

All Salcombe Yawls over 10 years old - a reduction to the minimum weight at the rate of 10lbs. for every year over 10 up to a maximum of 50lbs. below the existing minimum weight.

The resulting slightly enhanced performance of the older boats should also give them a better resale value.

If the class fails to prevent the fleet splitting into two it will not only be very sad, but will also raise a number of questions. One that immediately springs to my mind is, to which fleet should the principal regatta trophies be awarded?

It is obvious that it must be better to slightly enhance the performance potential of the old Salcombe Yawls and thereby keep the fleet together, than the alternative, to have two different Yawl fleets.

Geof Gilson

PENGUIN IN SCOTLAND

The Tay is Scotland's greatest river. It rises in the high mountains of Perthshire where the winter snow still melts far into June, and flows 118 miles eastwards to enter the sea at Dundee. With its main tributaries, the Tummel, the Isla, and the Earn, it is Britain's largest contribution to the North Sea. Its estuary is huge by Salcombe standards: twenty-five miles long from the narrows at Dundee to the tidal reach at Perth, and over two miles wide for much of that distance.

In June 1980 I stood on the pier at Wormit. I was not long home from a year in Australia. I had parted with my Osprey, but not my Wormit Boat Club membership, just before leaving. It was Regatta day and as a spectator I was interested more in the boats than in the performance of the crews, for I was in the process of deciding what my next boat was to be.

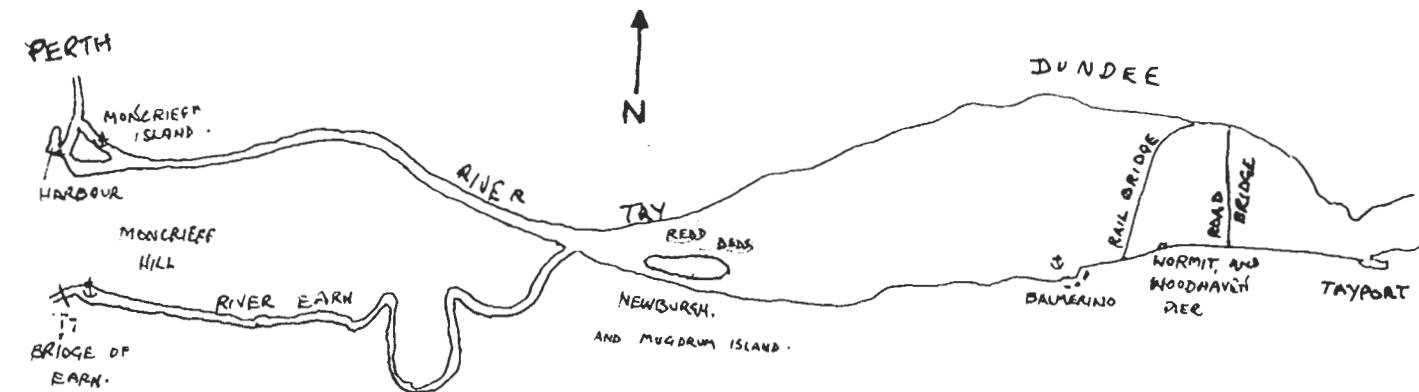
Two vessels in the class Handicap event immediately caught my eye. They were not only fast, but beautiful. They **looked** right, as all well-performing yachts do. The spread of the main sail was nicely balanced fore and aft by

jib and mizzen, the hull was graceful. No other boat could boast a mizzen, nor for that matter, a bowsprit or a bumkin. A bystander identified them and their skippers for me: Y 24 "Tern" (Bob Yemm) and Y 32 "Phantom" (David Winch). I very soon had "Phantom's" helm in my hand. The lively response and the beauty of the mahogany construction, both to the eye and the ear, were irresistible. In November of the same year I was in Salcombe taking delivery of Y 35, "Penguin", from Bill Hitchen.

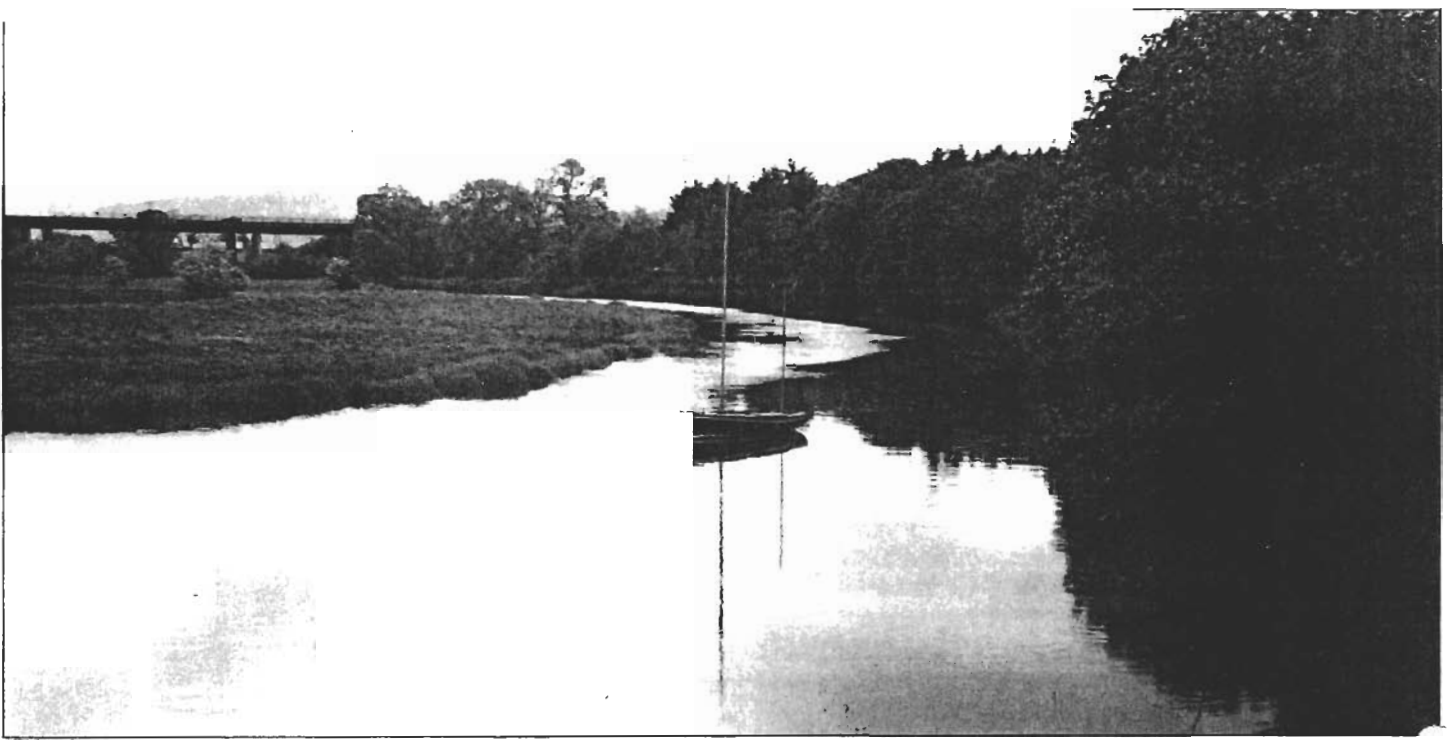
"Tern" and "Phantom" are no longer sailing the Tay estuary but "Penguin" cruises regularly and still charms the eye of all the local boat lovers. She lies on a trot-mooring in Tayport harbour from May till October. From her home port there are several attractive day passages. Upstream, on the South shore, Woodhaven is two miles distant, with its remnants of piers built for the Catalinas of the Norwegian Air Force during World War Two. Balmerino, an attractive village with the ruins of a 13th Century Cistercian abbey, is three miles further up; while Newburgh with its reed beds and mud flats, beloved of wild-fowlers, is, at twelve miles, the limit of day sailing. A cruise to Newburgh and back requires careful use of the



The Pool at Perth.



SKETCH OF TAY ESTUARY — NOT TO SCALE.



The pool at Bridge of Earn, looking downstream.

tides, which flood at three, and ebb at as much as five knots, at Springs. The other main hazards are sand and mud banks, and above Newburgh, trading vessels, for Perth is a busy commercial harbour, handling cargo ships of up to 87 metres in length. The channel is narrow above Balmerino, and especially above the mouth of the Earn, where the Tay has some of the characters of the Yare in Norfolk. The yachtsman can find himself confronted by a huge vessel whose beam seems to occupy almost the whole river. At Perth the river is divided into two by Moncrieff Island. The harbour leads off the west channel while the east channel is a tree-lined haven with a deep pool where keel boats can lie at anchor even at low water. Firmly planted bow and keel anchors plus shore lines are essential because of the strong pull of flood tide upstream; and the ebb, plus river-flow, downstream. But this is a charming spot with good Perth hostelries at hand for day-boat crews. The scenery from Newburgh up to Perth is very fine. It reminded the Roman invaders in 84 AD of the Tiber, as they looked down upon it from Moncrieff Hill. Modern tourists from the continent often liken it to the Rhine, because of its high forest-covered escarpments topped by castle look-outs.



The pier at Wormit.

Navigating the river Earn is an even more rural experience. There are no trading vessels here, but leaping salmon, low telephone lines and nesting swans provide other interest. This river is very narrow, with a stony bottom, and some shoaling reaches making a shallow-draught boat desirable. The yawl is ideal, but I like to keep a wedge of centre-plate down to protect the outboard propellor.

Navigable waters end abruptly at Bridge of Earn with a rise in the river-bed through rocks, exposed as a mini-waterfall at low water. But this fall has gouged out a deep pool, where, as at Perth, small boats can lie comfortably. Their crews can lie even more comfortably in an excellent guest house only fifty yards from the river.

The best tactic when planning a cruise from Tayport to Perth or Bridge of Earn is to go up on a flood tide and return on the next-but-one ebb. High water at Perth is 51 minutes later than at Tayport giving an extra hour upstream, but coming home the opposite applies, and the trick is to leave an hour before high water. This involves careful scrutiny of tide-tables, and preferably a life-style untrammelled by work, or other troublesome commitments.

Three miles downstream of Tayport, at the river's mouth, lies the Bar, a treacherous system of sand banks which frequently change their shape and position. A heavy sea breaks on this shallow water continuously, making passage for light craft very hazardous. But in settled weather it is possible to cruise through the navigation channel to St. Andrew's (10 miles South) or Arbroath (12 miles North), both of which have good sheltered harbours. But even settled weather patterns can be fickle. Going to sea in a yawl, even for a day passage, should not be lightly undertaken. I confirm all that Bill Hitchen says on this subject in the Spring 1991 Newsletter. When "Penguin" passed from his ownership to mine, she came with cruising as well as racing sails. I have found that in the choppy sea whipped up by a force seven in the Tay estuary, "Penguin" handles easily with three reefs in the main and her small foresail. She's a dry boat, too. My wife claims she was wet through to the bra, but that was only with the spray.

Morrison Dorward