

# THE SALCOMBE YAWL OWNERS ASSOCIATION NEWSLETTER

## APRIL 1994



### FROM THE HIGH CHAIR

Yes, spring is here, it's time to dust off the tins of varnish and get those boats out. Once again it's been a quiet winter with very little happening on the yawl scene. It's rumoured that 3 new boats are in various stages of completion, so we might see some new faces during the season.

It has been decided that Regatta Week this year will have two starts. Part of the thinking behind this is to encourage as many people as possible to race. So if you own a yawl and aren't keen to join in the serious "A" fleet racing then the "B" fleet is just for you. Both starts are in the afternoon so there's no excuse.

Regatta entry forms are enclosed with this newsletter so please fill them in and RETURN AS SOON AS POSSIBLE so the two fleets can be organised. Don't forget the entries may be juggled if a problem arises.

Good news, we now have our own notice board in the Yacht Club. This will have all Yawl news and results on it. Please make a note to read it to get all the latest gen. You will see from your sailing programme that we intend to run the Team Race again this year. Everyone seemed to enjoy last year's event so it will be a similar format, but finishing hopefully a little earlier.

I would like to take this opportunity to appeal for trophies for the Yawl class. It would be nice for the Regatta "B" fleet, Handicap series and other races to have trophies connected to the Yawl fleet/Owners etc. Please contact me if you think you can help.

Finally, I'm sure you will all join with me in wishing Tony Cox (144) a speedy recovery from his recent illness and hope to see him on the water soon.

Don't forget the May weekend, see you there.

Malcolm Squire

### HANDICAP CUP

Unless you attended the annual prize giving you might not know about this. Last year a handicap series was held parallel to the summer series based on your results in previous races. To do this each helm has a personal handicap which is re-assessed after a set of three races. At present the maximum handicap is +10 (above this the system is too inaccurate) down to the fastest boats of -6. So someone with a handicap of +10 has 16 mins. in 100 on the helm with a handicap of -6.

A list of the current handicaps will be on the Yawl notice board. This list will be corrected weekly through the season as all boats will be timed in all races.

Last year Merv Honey won with Richard Gibbens 2nd and Ian Brown 3rd.

The main reason for this result was because a lot of boats did not race in all races so they forfeited their discards. Tut Tut.

### BIGBURY GOLF DAY 1993

In the week before the U.S. Open all eyes were on Bigbury. There were many wild card entries here, but sadly we all missed the cut. The weather was fair and a good day was had by the 25 golfers (!) who took part. Sadly we were lacking some of the superstars. Richard Murray and Nick Walker were on the European Tour and Barney Greenhill and Nick Rowell were at Lords practising for the cricket! Woody was sailing, but was ably deputised by William and Ann. We thank him for organising the event from long distance.

In the morning round the Nuffin Challenge Cup for the best singles Stableford score was won by Bob Petit's "Solo" performance with 38 points. Ted Pearce "Engineered" his way to second place with 37 points. The shot of the day was by Andy Mason who holed from 150 yards for a 5 pointer. (Presumably this is called a nett parrot!) David Austin was nearest the pin on the 17th.

Lunch was taken in haste due to a rather slow round and Paul Maggs easily won the Payne Boomer Trophy for the Longest Drive Competition on the first hole of the afternoon. Disaster struck Scratch in this competition when he suffered gear failure and smashed his favourite 4 iron in an attempt at "the big one". Ted Bagley was brave enough to lend him clubs for the rest of his round. Gibbo cross dressed with Dennis Connor for the afternoon round and clearly the extra bag in his trousers improved his downwind performance as he and Andy Mason won the Greensome Competition and the "1 four 1" Trophy, closely followed by Phil Holland and David Stembridge who only lost on the count back over the last 6 holes.



Golf participants enjoying hard-earned beer break!

William Woodward played exceptionally well as a "rookie" and won the plastic fantastic putter for the Player Showing Most Promise. Ann Woodward narrowly won the trophy for the Best Lady Golfer (Seve tried hard for this trophy later in the evening, following his start on port!).

Normally our Chairman is 'appy to score low points in the sailing. At golf his lowest score of the day earned him the Mizzen Trophy for the Back of the Fleet Prize.

We thank Peter Hodges for making the speech and Jackie for presenting the prizes.

Other newcomers included William Howells and Eric Harris and in all 11 yawls were represented. Next year we hope for a larger fleet and continuing fair weather.

Andrew Reed.

## SALCOMBE RESTRICTED YAWL Circa 1938

I was recently shown a copy of the original specification for the Salcombe Yawl by Harris Thorning. As you will see it is delightfully simple while at the same time giving the builders ample scope to show their design skills within a set of restrictions to produce similar competitive racing craft. You will notice with interest the references to Keel, Centre Plate, and Ballast. To none of them is there any mention of the material they are to be made from. Also that the maximum projection of the keel below the garboard is not more than 3½ inches.

Length	Not to exceed 16ft. 0in. overall
Build	Clinker
Beam	Not less than 5ft. 4in.
Fore deck	Not less than 3ft. 0in.
After deck	Not less than 1ft. 6in.
Side decks	Not less than 7½ in. height including coaming.
Coamings	To have a mean height of not less than 2in. The top edge to form a continuous concave curve from fore to after end.
Timbers	To be sided 11/16 in. and moulded 9/16 in. The spacing to be not less than 6in. or more than 7½ in. between centres.
Planking	To be not less than 5/16 in. thick.
Keel	The maximum depth outside garboard to be 3½in. including outside ballast keel of not less than 1cwt. or more than 1¼ cwt.
Centre plate	Weight not to exceed 2cwt. Depth below keel not to exceed 4ft. 0in.
Ballast	Inside ballast not to exceed ½ cwt. may be carried.
Buoyancy	To be sufficient to float centre plate, ballast keel and ballast.
Rise of Floor	Maximum rise of floor amidships at a point 2ft. on either side of centre line, not to be more than 7½in. to rabbet of garboard.
Freeboard	The inside depth of hull amidships to be not less than 28in.
Depth of Bow	In normal trim the top of planking to be not less than 26in. above water line.
Transom	Depth from top of planking to be not less than 18in.
Seating	To consist of one thwart not less than 8½in. wide, and side seats not less than 5ft. long.

Rig	Bermudian, Gaff or Yard
Main Mast	To be a solid spar of height not more than 24ft. 6in.
Jib Halyard	Block Height of top of sheave not exceed 17ft. 6in. from heel of mast.
Mast Step	Not to be more than 4in. thick above hog.
Sail Area	Maximum 150 sq. ft. of which the mizzen must not be less than 15 sq. ft.
Mainsail	Maximum 90 sq. ft., with a maximum width at half height of 7ft.
Jib	Maximum 45 sq. ft. Not more than 4 battens with a maximum length of 3ft. 5in. in the mainsail.
Crew	Not to exceed 3 including helmsman.

These are the measurement rules that the class happily sailed to until in 1967 Peter Taylor launched Y61, Taylor Maid which was soon called by the nickname "The Yellow Peril". As Y61 appeared significantly faster than all previous Salcombe Yawls there was a certain amount of anxiety among other owners resulting in various meetings and correspondence. The following is an extract from a circular letter written by Mr. W.B. Thorning and addressed to the "Yawl Owners' Association of Salcombe", dated November 1967.

"The approval of the Sailing Committee of the Yacht Club has been obtained, and the Commodore has kindly undertaken to arrange for the weighing of a standard sample of existing yawls and measuring keels, and for checking other yawls where necessary. From these weighings and measurings, after due allowance for water absorption, he will determine standards for new construction, and these will be communicated to the builders".

This resulted in a new and very much more detailed specification being introduced which today forms the basis for the current, recently revised specification.

Deja vu must have been the reaction by those who remembered when, in 1988, Y141 Nuffin was launched and won virtually every race in its first season! And the subsequent weighings and measurings of a standard sample followed by a revision of the specification. It is in the specification following the 1967 measurings that the word iron first appears, as if by accident, when referring to the ballast keel, and it is also in the specifications that the depth of the ballast keel below the garboard is altered from "maximum 3½ ins." to "not less than 3 ½ ins."

No doubt there will be still further development to the 1938 Salcombe Yawl followed by more specification amendments. We shall see!

Geof Gilson.

## ANNUAL GENERAL MEETING 1993

held at Salcombe Yacht Club on Tuesday 10th August 1993. Summary as follows:-

**ACCOUNTS** - the accounts for 1992 show a surplus of £447 for the year. There were no major costs during this year and funds were augmented by an injection in the form of £182.50 royalty fees. These were paid for the use of the Morrison Plans owned by Malcolm Squire, the proceeds of which he has kindly donated to the Association. Association funds stand at £653.06 as at 31.10.92. In 1992 there were 69 full members and 39 associate members.

**OFFICERS** - Chairman Malcolm Squire, Secretary Nick Walker and Measurer John Donovan all offered themselves for re-election.

**Committee** members Mervyn Honey, David Gay and Barney Greenhill (all served 1 year) offered themselves for re-election, Mike Treleven retired (having served his term). Bill Hitchen was proposed as the new member.

All were confirmed by the meeting.

### PROPOSALS

**No. 1** That Rule 12F of the Specification be altered to read: "Boats must race with mizzen mast stepped and sail hoisted. In the event of accidental removal, the mizzen mast must be resteped and sail rehoisted at the earliest possible opportunity and the boat must finish with mizzen hoisted. The only exception permitted is in the case of a right of way boat which loses its mizzen as a result of a collision".

The proposal was carried unanimously.

**No. 2** That Rule 5C of the Specification be altered to read: "One rudder only is allowed. The rudder stock and tiller shall be made of wood, the blade shall be of solid wood or aluminium alloy not more than 30mm. in thickness and extending to not more than 900mm below the garboard seam. The centreline of the gudgeon and pintle shall be no more than 30mm. from the transom".

The proposal was defeated. Corrections to the motion are needed. The Committee were asked to deliberate on a new motion for next year.

**No. 3** That Rule 13 of the Specification be amended by the addition of: "The Committee have the right to suspend the certificate of any boat that does not conform to the Specification.

The motion was passed.

### OTHER BUSINESS

Geof Gilson suggested that the Bumkin reference should be removed from Rule 4 of the Specification.

Discussion took place on the merits of racing in two fleets, the appropriate division of trophies and the advantages of dry sailing.

It was agreed that Association funds could be spent on refurbishment of certain trophies.

### RESOLUTIONS FOR THIS YEAR'S AGM

The Committee were asked to reformulate the motion on rudders. They propose to split the changes into separate motions, as follows.

**No. 1** That Rule 5C of the Specification be changed to read: "Only one rudder is to be used while racing".

**No. 2** That Rule 5 of the Specification be amended by the addition of: "5(d) The rudder stock and tiller shall be made of wood.

**No. 3.** That Rule 5 etc.: "5(e) The rudder blade shall be solid, of wood or aluminium alloy".

**No. 4** That Rule 5 etc.: "5(f) The rudder blade shall be not more than 30mm in thickness".

**No. 5** That Rule 5 etc.: "5(g) The centreline of gudgeon and pintle shall be no more than 30mm. from the transom".

A further proposal on Bumkins will read:

**No. 6** That Rule 4A of the Specification be amended by the deletion of the word "bumkin".

Any constructive comments on these proposals would be appreciated so that the Committee can ensure that they are correctly worded and representative of the wishes of the majority of members.

### Comments please to the Secretary A.S.A.P.

**PLEASE NOTE** that motions for the AGM must be received by the Secretary 3 months before the meeting date, so that details can be circulated to members in good time.

**A further proposal for consideration at the AGM has been received from Geof Gilson, as follows:**

That Rule 4C of the Specification be amended by deleting the word "iron" and substituting the word "external", and that Rule 5B of the Specification be amended by deleting the word "iron".

This proposal is seconded by Harris Thorning.

### DATES FOR YOUR DIARY

#### April Open Meeting

Sat./Sun./Mon. 30th April, 1st & 2nd May

#### May Open Meeting

Sat./Sun./Mon. 28th, 29th & 30th May

#### Golf Day at Bigbury Golf Club

Thursday ? June

#### Pacemaker Trophy

Sunday 3rd July

#### Yacht Club Regatta

Sunday - Friday 31st July - 5th August

#### Annual General Meeting

Tuesday 2nd August, 8 p.m.

#### Town Regatta

Mon. - Fri. 8th - 12th August

#### Team Racing

Sunday 14th August

#### August Open Meeting

Sat./Sun./Mon. 27th, 28th, 29th August

### FOR SALE

Y85, Stone built, V.G.C.  
Owner emigrating, must sell.  
Very good value

Scratch Hitchen, (0548) 561619

### FOR SALE

Salcombe Yawl Y52  
Built 1965 by Stone  
Complete with Bramber road trailer, new 1990  
Lying Plymouth  
**£2,500**  
Tel. (0752) 863047

### SUBSCRIPTIONS

Due by 30th April please.  
Full Members £10  
Association Members £2

## YAWL RESURRECTION

By the time you receive this newsletter Geof Gilson will have launched and raced Y16 Ariel. Geof has spent over two years restoring this old yawl built in 1948 at Goodshelter. Many of you will have the pleasure of seeing her race this summer, and I am sure you will all agree what a good job he has done. Good luck and good racing Geof and Jane.

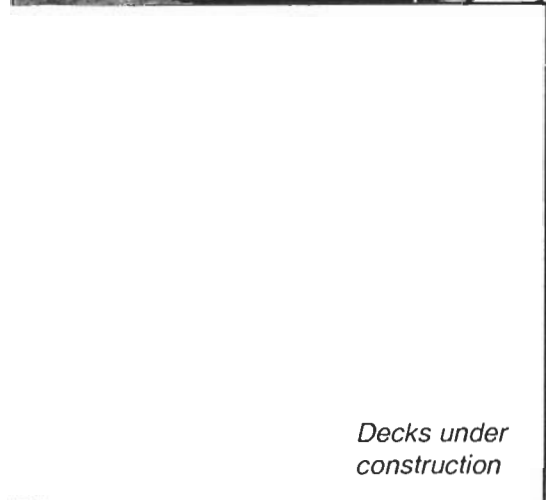
The resurrection of Y22 still drags on - believe me when I say it is a labour of love. I must admit though, unlike Geof I have not attempted to do the woodwork myself. She is now structurally finished: new decks and coamings were

put on this last winter by Mike Atfield, and an excellent job he did. To get her to and from his boatyard proved to be quite an operation, the first visit being made by barge owing to the fact that six planks were missing. On the second visit this year (visits staggered by cash flow) she floated across, but provided the strange sight of a yawl floating about with no decks on. Sporting brand new decks she at last looked once more like a Salcombe yawl. She is now upside down in the store in the last stage of restoration, outside and bottom done. I feel confident now she should be ready this summer.

Scratch.



*Y22 without decks*



*Decks under construction*



*Looking more like a yawl at last*