

SALCOMBE YAWL NEWSLETTER SPRING 2003



BARNEY'S BUMBLINGS

Well this is my last Bumble. Where does the time go? As I write this there are just three months to go to our AGM and we are preparing the Agenda for that meeting. I am proud to have served in the capacity of Chairman of your Association and join the illustrious list of names of previous Chairmen who preceded me, all of whom were much more qualified to hold the position than I. Not knowing the slightest thing about boats in the first place I have subsequently learnt a lot! You have been hoodwinked! There has never been a dull moment but most pleasingly the Association has gone from strength to strength over the last 4 years. I look forward to supporting my successor in whatever way possible.

Dinner for the Honorary Life Stones

A very special evening was held at the Salcombe Yacht Club on Saturday 15th February when we hosted a dinner in honour of Kath, Alec and Terry Stone. The dinner was well attended with members travelling from far and wide to be there. Several members were unable to attend and sent anecdotal apologies which were read out after the excellent dinner. The Chairman's port and liqueur store had been raided which added to the after dinner stories of times past. Unfortunately Terry was unable to attend the dinner but a recorded message from him was played with Terry saying how sorry he was not to be there and a bit more as well. Kath and Alec send their thanks to all and I thank those of you for supporting the evening so well. It was good to see another Honorary Life member, Harris Thorning attending as well.



Alec and Kath Stone with the Chairman

Alec telling us how he did it! -

"and another thing - you won't believe it!"

SYC Sailing Instructions

These have been revised and the issue you need is dated April 2003. Get a copy for yourself and read and understand it for your own benefit as well as others. I draw your attention to the points which will affect you most and advise you to get and read the Rule Book along with the new Sailing Instructions.

1. Keep out of the Fairway (Prohibited Area) at all times once the Warning Signal has been sounded for the start of the first race and keep out of the SYC Starting Area until it is your time to start. Instructions SI.5, SI.16 and SI.17 apply. There is no redress.
2. The starting sequence has changed to be in accordance with Rule 26 of the Racing Rules of Sailing and the prescriptions of the RYA. The first class to race will have a Warning Signal at 5 minutes, a Preparatory Signal at 4 minutes, a One Minute Signal and a Start Signal. The Start Signal for a previous class can act as a helpful aid as the 'old' 10 Minute Signal for the following class. Lights may be displayed, as before, throughout the whole 5 minute sequence.
3. Note the reference to temporary marks W, X, Y and Z under SI.5 Courses.
4. The SYC concession to the Black Flag Rule has been removed from the previous instructions. It was SI.6. The implication of this is that if there is a general recall and you were identified as being over the line you cannot restart. I recommend that you read Rule 30.3 to fully appreciate the implications. The onus is on the Race Officer to inform you that you cannot restart by displaying your sail number. It is not clear how this will be done, unless they mean SI.4 Signals and SI.3 Notices. If you were identified as being OCS and disqualified and you identify boats ahead of you who were not, your only course of action is to protest the Race Officer.
5. Be warned that the Fairway length may vary according to the Harbour Authority's instructions. The Sailing Instructions say the Fairway is 'usually' defined etc., so don't assume that it was the same as the previous race or that there is a large yellow buoy at each end. Check to be sure.
6. You must abide by instruction SI.12 and report any incident.

The opinions of the SYOA were not sought regarding any of the above changes, which would have been through the normal channel of the SYC Sailing Committee, neither were we consulted regarding the change in our start time in series races (see below). Had we been consulted we would have recommended that we swap start times with the Solos. It is understandable that the Solos do not like us sailing through them towards the end of a race. I hail and wave in a friendly way and they give finger salutes (single and double) to show their appreciation of the situation. We are particularly concerned with item 4 above which we regard as a retrograde step and will do nothing to encourage competitors and would certainly put off any potential Race Officers.

SYC Race Times

It is important to note the start times of races. Saturday Series Races and Open Meetings now start at 14.10 instead of 14.20. Open Meeting morning starts are now at 10.40 instead of 10.20. The start times for the SYC Regatta can be found under the SYC Regatta 2003 paragraph.

Skittles

This has been somewhat disappointing with dear Tom Newberry struggling to get teams together. There was a mixed success, sometimes winning well with a full team and sometimes an abysmal result have press ganged people from the bar to help make up a team. We will suggest some changes in the format for next winter to stimulate a bit more zip. This could take the form of a knockout competition with a plate competition for those knocked out in the first round.

Timing for Pursuit Racing

All races are now being timed and we will be able to use a computer programme to more accurately determine everyone's handicap for pursuit races.

Golf

Peter Hodges, that famous Harbour Master of old (or perhaps the old Harbour Master) has taken over the organisation of the Golf section. Thank you Peter for doing this job and thank you Phil and Julie Holland for your sterling efforts over the past few years. The Golf is in safe hands and Peter will ensure that the good work in this direction continues. Peter can be contacted on 01548 842 975.

Regalia/ New Class Logo

The new class logo will be available in embroidery from Salcombe Embroiderers. Our thanks to Jane Starey and Stephen Parker-Swift for all their help in getting this set up. We will not be holding any stock of clothing but Salcombe Embroiderers will. You can also take any item of clothing to them to be embroidered with the class logo. The colours used for the logo can be altered to suit the colour of the garment. The logo is the property of the SYOA. There will be a commission earned for the SYOA every time the logo is reproduced.

However we will be holding a stock of ties. We have not had a stock of ties for too long. We have to order 50 at a time and that is what we will order to start with. A sample tie will be on view (around the Chairman's neck) over the Whitsun weekend. The tie is silk and if you approve it will cost you a mere £30. Please send £30 to the Hon. Secretary to reserve your tie. The logo on the sample tie will be embroidered, however the logo on the ties we order will be woven into the fabric when the tie is manufactured. If you wish Salcombe Embroiderers can than embroider your Yawl name and number onto the tie for a further £3.

Hong Kong 2004

We have a fantastic opportunity to travel East (without Yawls) but to sail and race at the Royal Hong Kong Yacht Club (RHKYC). Courtesy of Mark Dowie Y130 *Lyra*, our contact and a member of the RHKYC, an invitation has been extended to us to visit in November next year. Mark can organise an 8 race event between the RHKYC and the SYOA racing in their 12 Laser Stratos and, as importantly, the social side of the visit. So we need a minimum of 6 helms and crew. An amazing opportunity for us to visit the Orient and extend the event into a holiday taking in the likes of Bali, Cebu, Phuket etc. The departure for Hong Kong is scheduled for Tuesday 9th November 2004 and racing will finish on Sunday 13th November. Please note that this date may change but only by a week either way. The Laser Stratos has a crew of 2. Paul Ellis describes them as a modern isometric designed for the middle aged (I wish!) with a single trapeze. We need to determine the amount of interest in this. For further details and to register your interest please contact Paul Ellis - 01548 521 353 or 07788 185 363, or put your name on the Notice Board.

Weights and Measures

At our last Committee meeting on 2nd May the aspect of conformity to the Rules and Specification (RaS) with particular regard to weighing was discussed at length. It was felt that progress in this area had fallen behind members' expectations and that the Committee should address the situation and move things along.

To this end and within the limitation of the present RaS any boat selected to be weighed at random at the request of the Committee would need to be de-rigged and stripped down to ensure that the component parts conform to the rules. This would make for a long drawn out check for any boat selected. The result of this would mean that hardly 2 boats could be

checked in a reasonable amount of time without trying the patience of the crews who had just finished racing. This would be the scenario under the present RaS.

The checking of boats needs to be quick, efficient (in a word, slick) and not unnecessarily inconvenient to the crews involved. The Committee has realised this for some time and thereby hangs the dilemma. To check weigh under the current rules would require several people to assist in getting the work carried out in a reasonable time. To get this organised, coupled with the work involved to check weigh the component parts, has been the downfall of progress in this area. The Association has also until now lacked the necessary equipment to carry out the checks.

In the report from the SYOA Weighing Sub Committee dated 12 June 2001 there was a recommendation that we adopt an all up weight of 431 kgs. An all up sailing weight needs to be verified as acceptable by the membership so that it can be incorporated into our RaS. The only way to do this would be to get as many boats as possible weighed. We may have a solution.

The SYOA has been offered the services and facilities of Bill Hitchen (Scratch) of Kenavo Fisheries fame, **free of charge!** We should take advantage of his offer and do a trial, weighing as many boats as Scratch would be prepared to do without testing his good will. Scratch reckons that it should take about 15 minutes to weigh 3 boats all up. That may be somewhat optimistic and I would guess half an hour. The Weighing Sub-Committee reckoned 5 boats an hour.

What we need is members' co-operation in implementing this and if called upon to have a boat checked the member should actively help. Scratch would be in attendance ashore with his tractor 'Popeye' along with a Committee member to scrutinise the weighing. With the help of the crews involved that should be sufficient personnel ashore. By the time that you read this at least one check would have taken place with as many boats as possible being volunteered by their respective owners. Members are reminded that any alteration to their Yawl which would alter the content of the Measurement Certificate calls for a new Certificate to be issued by the Hon. Secretary. This is particularly relevant to the carrying of correctors. If correctors were required at the point of the original measurement then they must not be removed from the boat until an application to the Hon. Secretary has been made and a re-measurement has been officially carried out.

Communications

Our Smart Groups web site has been a great success with 70 members signed up. This number should soon pass the 100 mark making communication with the membership very easy. Over time this will become the way to communicate. As this is the case it was felt by the Committee that it would be unnecessary to produce 2 Newsletters a year and that our activities should be reported in a Yearbook. This could be produced during the winter months, reporting on the activities of the previous season and setting out the programme for the coming one. We have put a copy of The Yawl on our notice board at the Yacht Club. The Yawl is the magazine for the Devon Yawl and sparked the idea of a Yearbook. Please take some time to look at it so that it can be discussed at the AGM. Should this type of format be acceptable to the membership then it would require the help of an Editor and the Editor's assistant. Martin Brett, who has filled the Editor's shoes so well for the past 4 years, would like to step down. There is therefore the opportunity for 2 members to take the job on. It does not have to be a Committee member. In the meantime if you are not on our Smart Groups web site please contact David Howells on david.howells@ukgateway.net or by phone on 01548 531 703. You can access the site on www.smartgroups.com/groups/salcombeyawl following registration of your membership. I have tried unsuccessfully to keep members posted with weekly racing reports but I have had to stop as the site does not seem to facilitate this easily. It should sort itself out when time permits.

Members' Subscriptions to the Association

You should have received with this mailing a copy of the accounts. I'm afraid the time has come when we need to raise

the subscription to the Association. Since I became a member in 1986 the subs have been raised only twice from £2 to £5 and then to £10. The committee recommends that the subs should be set at £20 for full members and £10 for Associates. This should help especially should we develop a Yearbook instead of a Newsletter and allow us to build some contingency money. I hope that you find this acceptable.

Sea View - September 2003

We have been invited to Sea View over the weekend of 6 & 7 September. The format would be somewhat different as the Mermaids would not be available for us to do the usual team racing this year. However Sea View would make available about 12 Sea View One-Design Dinghies for us to use in their "Worlds" which are being held that weekend. The boats are 12ft. long and sailed single handed. It would be a 5 race event with 3 races on Saturday and 2 on Sunday. Sea View will have some RIBS available for spectators. There will be a dinner organised for the Saturday evening. Please register your interest with me or put your name on the Notice Board at SYC.

SYC Regatta 2003

The format for the fleets in this year's Regatta remains unchanged from last year. All Yawl racing will take place in the afternoons. The Red Fleet will start at 14.20, the Gold Fleet at 14.40 and the Blue Fleet at 14.50. Have you seen it, Madam, have you seen it?? The tidal conditions for the week, an ebbing tide! Those keen Red Fleet sailors will have a long time to wait every time there is a general recall, that's if they are not lobbed under Rule 30.3. The remainder will not get going until 3 p.m. and later still if they keep doing it!! Just a thought!! If you are unsure as to which fleet you should enter to get the best racing please phone me to discuss.

A Survey

Martin Beck, Y137 Puffin suggested that a Questionnaire be sent to the membership. Martin drafted the Survey and it was approved by the Committee. The Questionnaire is enclosed. Please, please complete it adding any comments, ideas or suggestions that you have and return it direct to Martin in the enclosed envelope.

SYC Series Racing - Old Yawls

Several members with older, less competitive Yawls have asked us to approach the Yacht Club with a view to having separate prizes for both old and new Yawls for Saturday Series Racing. The SYC Rear Commodore Sailing was receptive to this request and is implementing it for the Summer Racing Series. If there are any objections to this please contact me as soon as possible otherwise we will presume that you are for it. We will sail as one fleet with the same new start time of 14.10 (nothing to do with us, we were not consulted!) but with silverware (provided we can get some) and glassware for both old and new Yawls. The usual glassware for 20% of the entry will apply but will be spread between the old and new boats. The breakpoint is Yawl 141. Anyone below this number wishing to race for new boat prizes or vice versa please let the SYOA know and we will pass the information onto the Yacht Club.

I've bumbled enough and will bumble no more! Thank you for reading all this, you should try writing it sometime! Have an excellent season and I look forward to seeing you all both on and off the water.

Barney

EARLY MAY OPEN MEETING

Last weekend saw 28 Yawls compete in the first Salcombe Yacht Club Yawl Open Meeting of the year which was sponsored by the Tides Reach Hotel. Two new Yawls graced the event, Y178 *Ruff* for 'old boy' Ian McCormick and Y179 *Pas Encore!* for 'new boy' Richard Fulford-Smith. Friday's weather forecast for the four race series was supposed to be pretty dismal with plenty of wind and rain. The Saturday afternoon race started in blustery enough conditions, however the real weather defied the forecast and provided fine conditions for the whole event. With a packed line and the first race starting on a spring low there was the customary shouting before the race settled down. Following the beat to Blackstone and a clean run down to the Gerston mark the return leg back to the

harbour took the competitors round the Crossways mark to starboard. A hole had developed at that point of the course and from then on the wind dropped away. When the Yawls returned to the final mark at Crossways following a beat against the tide to Blackstone the wind had dropped away further and the most skilful sailors made their way to the front of the fleet. Jon Alsop with crew Peter Howard sailing Y160 *Bluebird* comfortably won the race.

Sunday morning started beautifully clear and sunny with a good fresh southerly breeze. After two false starts and general recalls the fleet got away at the third attempt. Jon Alsop in Y160 again showing his superior skills and having rounded the Mill Bay mark first, soon carved out a lead that was never challenged. Again the wind in the harbour area was somewhat fickle due mainly to the start of the tourist season. There was much good racing throughout the whole fleet but as always there can only be one winner!

Sunday afternoon's race saw Jon Alsop disqualified for being over the line at the start. It just goes to show that it can happen to the best of them! This gave Ian Stewart and crew Wendy Palmerone in Y169, *Rum Tum Tigger*, the opportunity they were looking for, chalking up a win.

So it was all down to the last race on Monday morning. Ian Stewart got away to a flying start and was never challenged for the lead. However Jon Alsop made a poor start but skilfully picking his way through the fleet he finished second and won the event overall for the third time in as many years.

Despite half the fleet being made up of old boats there was only one prize for them. This was won by Dan and Gail Bridger in their newly refurbished boat Y98, *Sandpiper*. Having raced exceptionally well *Sandpiper* won one of the top prizes as well. An excellent weekend and sincere thanks from the Yawl Association to everyone involved who made it possible.

Overall results:

- | | |
|-----|--|
| 1st | Y160 <i>Bluebird</i>
Jon Alsop & Peter Howard - 4 points |
| 2nd | Y169 <i>Rum Tum Tigger</i>
Ian Stewart & Wendy Palmerone - 6 points |
| 3rd | Y167 <i>Shag</i>
Simon Gibbens & Seve Reed - 7 points |
| 4th | Y157 <i>Tease</i>
Paul & Susie Ellis - 10 points |
| 5th | Y141 <i>Nuffin</i>
Tim Law & John Woodward - 10 points |
| 6th | Y98 <i>Sandpiper</i>
Dan & Gail Bridger - 18 points |

Old Boat Prize - Dan & Gail Bridger in Y98, *Sandpiper*.

LETTER FROM JANE STAREY

Dear Ed,

I have been greatly amused at the righteous indignation of some of the Yawl sailors over the behaviour on the water issue. Two members on the SYOA Committee were outraged at me writing this letter as they both consider themselves totally innocent of any charges - as does him indoors at home. However ...

I can only presume that you are all very blinkered when it comes to how you perceive yourselves, also are over-sensitive and take great offence at 'being lectured to' on how to behave. I applaud both the Rear Commodore Sailing and the Yawl Chairman in their statements on the subject.

As a spectator of some years, both as a crew and latterly on the shore, here for what it is worth are my observations.

The situation has gradually year on year been getting worse and the time has come when we need to be called to account. This is not simply a Yawl issue but involves other classes (listen in the bar to the Solo sailors), which have lost patience with the arrogant and high handed behaviour that a lot of the Yawl sailors show, the pleasure craft users both motor and sail, the Harbour Master who is inundated with written and verbal complaints, plus what he personally witnesses and what the culprits consider the lesser and less serious Yawl sailors. When we had a thriving Cadet class I could tell you

tales that would make the hardest cynic feel ashamed. During the heat of a race I have found my various helms to become very single minded in their goals and blinkered and unseeing to a lot of what is going on around them. They see where they want to go and anything that gets in the way is a hindrance to be dismissed, ignored, intimidated or run down. I'm sure I am not alone in having to remind my helm of right of way rules, i.e. a yawl on port tack still has to give way to a pleasure craft, smaller boat, younger helm, etc. etc. Often I witnessed less than perfect behaviour and sadly still do 'from the wall'. I now overhear knowledgeable people aghast at what they see, Merlin Rocket spectators in particular.

I'm sure a lot of us are unaware of how intimidating and aggressive our racing has become, let's hope 2003 is the year for more consideration and sailing to the spirit of the rules.

Jane Starey

NOTES FROM THE EDITOR

If I may, I draw your attention to particular points made in the Bumbings.

Be sure to complete the survey prepared by Martin Beck; it will enable there to be informed discussion at the AGM.

Additional silverware is required as prizes in both Old and New boat fleets. You are requested to turn out lofts and sheds for any unwanted trophies marking past achievements - "First Under 9 Sack Race 1953" etc.

Check out the Devon Yawl "Yearbook" on our club notice board - and be prepared to offer your services to edit such a publication if the AGM agrees this is desirable!

Finally, we print below contrasting pictures of the Yawl fleet circa 1935-36 and in 2002.

I am indebted to Terry Stone for information about the 1935 scene. Terry was racing in one of the "C" class boats seen in the background. The yawls are preparing for their start, from a line from the Committee boat - an ex Salcombe to Kingsbridge ferry, the "Ilton Castle". (?)

The OOD was one William Yeoman, Frank Smith's grandfather, and the racing at that time was run by the Salcombe Sailing Club.

Although the 2002 start appears to be pretty disciplined how nice it must have been to have no worries in 1935, about the South Sands ferry, out of control dories, moored gin palaces, visiting yachts etc. etc.



Yawl Racing 1935-36



Yawl start, early spring
Open Meeting 2002.

Yes, Y169 did go back!