

# THE SALCOMBE YAWL 2003



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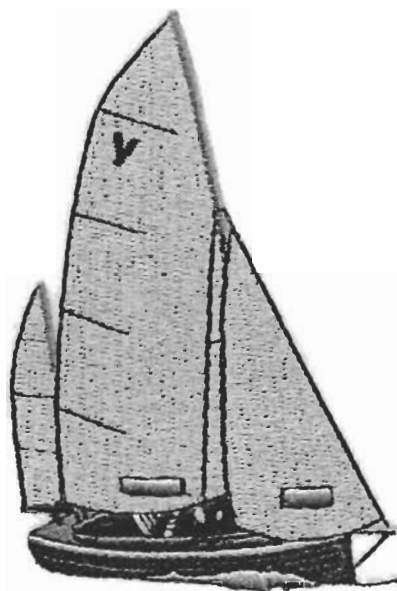
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## "ALSOP SAILS LEAD THE FLEET"

### 2003 RESULTS

Early May Open: 1st Y160

Late May Open: 1st Y160

Salcombe Yacht Club Regatta

Red Fleet: 1st Y160

Gold Fleet: 1st Y14

Salcombe Town Regatta: 1st Y160

September Open

Red Fleet: 2nd Y160

Blue Fleet 2nd Y83

Autumn Series: 1st Y160

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## FOREWORD

**Here is the new offering to help while away those Winter blues and keep the arguments, and I dare say, entertainment going until the next season!**

There are one or two ideas that the committee would welcome some further discussion upon, please send in letters that can be noted when your Committee next meets in March. Please would you consider the two main subjects that will be on the Agenda for next year's AGM, specifically 'Scrutineering' and 'Additional weight for dry sailing'. You will find an article on both topics and I ask that you reflect on them as ideas, and if you have any strong views, highly unlikely I know, put them in writing.

Hopefully the contents meet with your approval, please also understand that this is a first attempt ... but naturally I welcome your feedback.

Finally, may I take this opportunity to thank, on behalf of the membership, the hard work and efforts of our Hon. Secretary, Judith Rowell and our Hon. Measurer, John Donovan.

See you on the water, on the beach or in the bar!

*Martin*



## S.Y.O.A. CONTACTS

**Hon. Secretary** Judith Rowell Y174 'Harlequin' 01548 561242

**Hon. Measurer** John Donovan 01548 852342

### **Committee Members**

Martin Beck (chairman) Y137 'Puffin' 01548 561963

Dave Gibbens Y156 'Cinquante'

Stephen Parker-Swift Y65 'Avocet'

David Austin Y91 'Shoni'

Paul Ellis Y157 'Tease'

## YAWL CALENDAR 2004

March 13	<b>Commissioning Race</b>
March/April	<b>Spring Series</b> , 6 races 20, 27 March, 3, 10, 17, 24 April
May 1, 2, 3	<b>Open Meeting Evening Do!</b> Red & Blue Fleet, 4 races; three to count.
May 29, 30, 31	<b>Open Meeting ANNUAL DINNER!</b> Red & Blue Fleet, 4 races; three to count.
May/June	<b>Sailing Series</b> , 6 races 8, 15, 22 May, 5, 13 (Sunday), 19 June
June, July, Aug.	<b>Summer Series</b> , 8 races 26 June, 3, 10, 17, 24, 31 July, 21, 28 August
August 2 - 6	<b>Salcombe Town Regatta</b> Red & Blue Fleets
August 8 - 13	<b>Salcombe Yacht Club Regatta</b> Red, Blue & Gold Fleets
August 10 (Tue.)	<b>Annual General Meeting</b> + Drinks + Barbecue
August 29	<b>Pursuit Race</b> <b>Committee Drinks Party</b> <b>&amp; Buffet Supper</b>
August 30	<b>Crews Race</b>
Sept. 10 (Fri.)	<b>Yawl Golf Day at Wrangaton</b>
Sept. 11, 12	<b>Open Meeting Dinner &amp; Dance SYC</b> Red & Blue Fleets, 4 races; three to count
Sept./ Oct.	<b>Autumn Series</b> , 7 races 4, 18, 25 September, 2, 9, 16, 23 October
November 13	<b>Laying Up Supper and Prizegiving</b>

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## ANNUAL DINNER 2004 SATURDAY 29TH MAY 2004

### THIS IS ADVANCE NOTICE ..... BOOK NOW!!!!

The Annual Dinner will be held at the Buckland Tout Saints Hotel on Saturday the 29th May.

The tickets will be £30 and are available from Maggie Hartley, Sue O'Brien.

For those of you who may be interested a 'Special Rate' has been negotiated for those who want to relax and enjoy the hotel over the weekend. They have 12 rooms which include two Deluxe Suites; five Deluxe Rooms and five Standard Rooms.

The rate per person for a night is from £40! Please book directly with the hotel ... stay on the Friday and enjoy breakfast in bed before the afternoon race ... get in quick to save the drink drive ...!

**BOOK NOW ... one event not to be missed!!!!**



# A BRIEF HISTORY OF Y39 “SCANDAL”

by Brian Wildsmith

Y39 came into the family circa 1966 as a result of a family holiday in Salcombe. After an overnight drive down from Chesterfield, a relaxing afternoon was prescribed on the beach at South Sands with son Ben (then 4) which was fine for about 20 minutes but it was Saturday and the Yacht Club was racing the Yawls over an incoming swell at the Bar. I had never seen a Yawl rig on a day boat and was fascinated. Leave of absence was granted for a ride on the ferry to the town. The cox answered my query as to how I could find Mr. Jim Stone “who would be sitting on a upturned dinghy watching the racing through his binoculars”.

He was and once racing was finished we had a chat and that evening he took me for a sail in Y14 “Blackbird”. By the end of the season he had found me a boat, Y39, and when I went down to sail her in the spring there was only a slight delay until the wagtails had flown from their nest under the foredeck!

She was sailed at Salcombe for two seasons but the distance was too much and her home port was transferred to Brancaster Staithe on the North Norfolk coast where she lived for many years. She was sailed hard and often and was utterly safe and reliable. We lost the mast in the Wash due to a shroud pin coming out and broke the boom in a gale one day but she always brought us home - wet but safe.

For a few years she was laid up in a barn and then was re-commissioned some years ago when Ben decided to use her. The decks were strip planked in 1” mahogany, and toe rail fitted. He took her to the Classic Boat Festival in the Golfe du Morbihan and whilst she again did it all and got a front-page photo in the local paper she was really very ready for some restoration.

We did not really realise how much!

So, 18 months ago “Scandal” (nothing travels faster) was stripped and taken to Ben’s workshop for the work to begin.

## EDITOR’S NOTE

Unfortunately there is insufficient space in this edition of the “Newsletter” to include the detailed, and amusing, account of the work that Brian and Ben carried out on the boat. We hope to include this in a future edition.

The restoration was planned to be completed in May 2003 in time for the second trip to the Classic Boat Rally in the Golfe du Morbihan. It was finished with 2 weeks in hand and “Scandal” attended the rally where “she was sailed hard for 7 consecutive days to virtually every navigable port, or haven, never missed a tack or caused a moment’s concern after 24 hours “taking up” on a swinging mooring.

We knew Jim Stone was watching, no doubt from an upturned boat through his celestial telescope and felt as chuffed as we did”.

There follows a full account of this year’s Classic Boat Rally.



the Golfe backwards with all sails flapping!

Sailed across to Le Logeo for afternoon tea at the patisserie - 3 knots forward 5 knots sideways. Lay against the slip for 2 hours then took the flood to Port Blanc.

Wed 28 - ashore for provisions - the first 10 litres of Medoc had evaporated. Visited Bono and the Auray River and then sailed round the ile aux Moines to Le Logeo and back - to try and fathom the tidal flow either side of HW. More confused!

Thur 29 - Start of the racing Hundreds of boats from 14ft clinker dinghy to 30 ton trawlers in 5 flotillas, all starting in different locations. It was all an hour late, so the start was moved three times and the direction over the line changed so that the flotilla 3 went in the originally prescribed but wrong direction and was rounded up by dozens of French policemen in high powered rigid rubber boats.

Only the French could organise it, so we sailed from Aradon to Port Navalo and out to sea for 2 hours and back in to find we crossed the finishing line twice in different directions - just to be sure. Lunch ashore was an excess of mussels, oysters etc. and several cafes.

In the afternoon we raced from Port Navalo, across the tide to the Auray River and eventually up to St. Gustin. The last 2 miles we lost wind and were towed up the river on the plane at about 15 knots - the mast and the king post groaning. St. Gustin is medieval and quite beautiful. Supper was extended and we missed the 10.30 coach back to Port Blanc, the 11.30 coach did not show up so we returned to the festival on the quay and finally took a taxi by courtesy of the Lord Mayor and the lady in charge of the hotel. Back 1.15 am.

Fri 30 - coach back to St. Gustin (one hour late), sailed down the Aura y River and across to Le Logeo for lunch. The oysters came in 6' by 4" baskets and were free. Afternoon “race” to Le Passage (St. Armel) and arrived about 6pm - apparently being the only boat to follow the prescribed course - which was probably altered!

Had to walk 2 miles to catch the coach (which didn’t turn up) back to Port Blanc. But after the mussels and oysters and vin blanc accompanied by bagpipes - who cared!

Sat 1 June - coach to St. Armel (1 hour and 20 mins late), sailed to ile aux Moines for lunch and back to Port Blanc across the total fleet of 5 flotillas heading for Vannes. Pulled her out at 7pm and took masts and rigging down for return tow home.

The Golfe du Morbihan is a fabulous place and ideal for yawl sailing - a combination of Salcombe, the East Coast rivers and even a bit of the Broads. The general organisation for the Classic Boat Week was fantastic, the cross section of craft beyond belief - including square riggers.

The racing rules were very stringent - if you had a boat you could use sails, paddles, oars, outboard engines and a tow if you got a bit late for lunch or dinner. The hospitality was beyond belief and if you wanted to berate and swear profusely at French marine policemen that was quite in order - especially in German.

The next festival is in two years - but it would be fantastic to take a few yawls NEXT YEAR - what about it?

Brian Wildsmith

## THE GOLFE DU MORBIHAN 2003

Fri. 23 May - left Chesterfield 3pm in campervan with yawl in tow - horrendous drive to Portsmouth due to gridlocked traffic.10.30pm ferry to Cane. Nearly missed it!

Sat 24 - left Caen at 7am. Breakfast at Reims, arrived Port Blanc before midday (210m’ls), parked at campsite, walked down to harbour - half ebb - rushed back to collect yawl and had her rigged and afloat on mooring by 4pm. Taking water but not excessive. Weather still heavy overcast.

Sun 25 - fantastic morning - fresh breeze - should have used 90sq ft main - but had to try new sails - fast reach to Le Passage and very wet beat back - taking plenty of water. Celebratory beer in harbour restaurant at £4 per pint. Concentrated on wine at circa £1 per litre thereafter!

Mon 26 - another fantastic morning - less wind, pleasant sail round the coast and up the picturesque river to Vannes, bridge closed, no response to hoisted bucket - so moored alongside dredger and went ashore for lunch. Luckily it was the dredger’s day off!

Tue 27 - set sail for Port Navalo at the entrance to the Golfe but were beaten by the tide off Ile Berder as it was a tack against the sea breeze. Admired a magnificent gaff cutter coming in on the tide at about 10 knots, it was then turned completely round and swept into

# SCRUTINEERING

**The Salcombe Yawl fleet is currently unusual in its approach to ensuring that all of the boats are conforming to the class rules. The fleet attracts a large number of very competitive sailors and there is, in the Committee's opinion, a need to introduce some scrutineering on a regular basis.**

The usual approach in other classes to ensuring that boats are not racing when they are outside the class rules is by undertaking spot checks at key events such as National Championships. Clearly Yawls do not have a National as such although most people consider our Yacht Club Regatta week to be our most notable event. In addition to the Regatta, Town Week and the 3 regular Regatta weekends are also hotly contested and offer an opportunity to undertake scrutineering.

What is normal in other fleets is for the first three boats in a national championships to be scrutineered after the first day's racing. On the second day it is again the first three boats unless these were the same as the day before. In this case it's those boats which finished fourth to sixth etc etc. If this is done on four out of the six days it means 12 of the top boats would be scrutineered.

When your boat is scrutineered following a race you would expect to have your sails re-measured, your spars, foils and standard equipment checked. Most importantly, you would be weighed. In a lightweight dinghy this takes the class measurer and a couple of helpers a maximum of about 15 minutes, assuming everything is as it should be.

In the Yawl fleet there are a number of issues which make scrutineering a little more difficult;

- Not all the boats are kept in one place
- Boats are 'officially' weighed with some equipment stripped off
- Boats are heavy
- The Class Measurer cannot be 'on hand' at all racing events.

In this proposal we therefore need to consider these issues, all points already having been considered in detail by the special sub-committee set up to consider Yawl weights several years ago.

Their conclusions were that the weighing/scrutineering would logically take place at the Boat Park. This is accessible at low tide and about 20% of the fleet sail from here at every start.

The sub-committee proposed that an all up sailing weight be established so that boats could be weighed quickly without the need for stripping down. Several boats have been weighed in this manner to establish this measure. If during the scrutineering the boat in question was under this measure then it would have to be stripped down in order to ensure its 'official' weight was within class rules.

The fact that the boats are heavy and ungainly out of the water has been resolved. As part of the sub committee Scratch Hitchin developed an arrangement with his tractor and weighing scales which is quick, and Scratch has volunteered this service to undertake the weighing. Although we have a location and a proposed method we will need some resource. The Committee thinks that in order to undertake the scrutineering including weighing we need an Assistant Class Measurer to be elected and trained by John Donovan to act as official 'scrutineer' and then a collection of other individuals to help.

## ***What happens next***

This article has appeared in this copy of the newsletter to highlight to the membership what the Committee is planning in order to invite constructive comment.

Prior to this year's AGM the Committee will create a resolution to change the current constitution and introduce a section detailing scrutineering in relation to key annual events. This would detail which events and which finishers in which fleet would be required to be scrutineered. This resolution would mean that as long as the resources were in place to scrutineer the boat there would be no exception from those sailors finishing in the chosen places. Refusal to be scrutineered or failure to conform with the class rules would lead to disqualification.

We vote at the AGM to see whether the membership of the SYOA wants to introduce this kind of control to ensure as best as possible that the fleet is within the class rules.

At the AGM we also elect an Assistant Class Measurer to undertake the scrutineering.

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## WET 'N' DRY

**Although, like the debate, the members of the committee tend to have differing views, the Committee do however believe that it is necessary to confront the issue and to propose a logical way of evening up the difference. There is no one who actually thinks wet sailing is faster. The range of opinions is from "no difference" to "huge difference".**

Again utilising the information and proposals made by the Sub Committee during recent years the Yawl Committee has ruled out the idea of insisting all boats are wet sailed. A couple of years ago there was a proposal which was discussed at the AGM in detail which did propose this. It is however the opinion of the Committee that there are many reasons why this is no longer practical for Yawls and Salcombe.

Therefore the Committee have agreed that they will make a proposal that boats which are not wet sailed carry a penalty of additional weight. This proposal will be a resolution at the 2004

AGM and the membership will have the opportunity to vote on the issue and decide whether they want to use this method.

The key issues which the Committee are considering are;

- How much weight, finding an appropriate weight at a reasonable cost and where would it be carried
- The definition of a wet sailed boat – which is extremely complicated

The initial considerations are that the weight would be about 20kg of lead carried in the position of the correctors. No exceptions whatsoever unless the boat is wet sailed. Whilst the Committee recognise that this approach would make the Yawl, already a heavy boat even heavier that there is no other suitable solution it can envisage introducing.

A wet sailed boat is one which is on its mooring from April until it is hauled out at the end of its owner's season. Although the mooring may be dry from time to time the boat cannot be removed from the water for anything except major repair.

**Comments on both issues to the Committee via the Hon. Secretary please.**

# LETTER FROM THE MEASURER

Dear Member,

As a result of the Committee's decision, minuted from their meeting on the 2nd October, to restrict the Prizes within the Blue Fleet to non Morrison or Howlett designed boats, I have undertaken a review of the measurements of those boats built by Stone post Y141.

The comparison of the measurements was undertaken by myself with help from Judith and Martin. There is no doubt that the measurements of Y143, Y150, Y152, Y155 and Y161 bear almost identical scrutiny. In other words their respective measurements are almost the same. They are NOT comparable to the two Morrison designed boats Y 145 and Y148, whose measurements are almost identical, and whose measurements are different to the Stone boats.

Therefore on the criteria of 'Design' and 'Measurement', the Committee's decision is fair and appropriate.

Yours truly,  
John Donovan, Hon. Measurer.

# "TIPS FROM THE LOFT"

## Full Length Top Batten:

As from 1.1.2004 the Yawl will be allowed a full length top batten. This can easily be achieved on existing sails by extending the pocket to the luff, fitting a batten end protector and adjustment lacing. It will be standard on new sails.

In sailmaking design terms the very large roach (reach round) that the mainsail carries cannot be adequately supported by a short batten. Therefore the addition of a full length top batten will make the sail more controllable in heavy weather (reduce flogging) and prolong the life of a mainsail as the dressing in the fabric will not be knocked out. If required a short batten can be used for light winds to retain some sensitivity. The short batten will remain heavily tapered whereas the full length batten will be untapered to give maximum camber at 50%.

Good sailing,

Jon Alsop  
Sailmaker

## SALCOMBE SKITTLES LEAGUE

For the last three years the Yawls have entered a team in the Salcombe Skittles League - the first year they entered they won it! (casual approach!)

You may or may not know that the instigator of the Skittles was Brian Chegwyn who asked his brother-in-law to make an alley for the Yacht Club, the object being to get the Yacht Club used more at weekends. It was so successful that the SYC Committee agreed to another alley being made and the League developed from that.

We owe the Yacht Club, Brian and Sylvia, Judy and Matt, a lot for the way they look after us in the sailing season so a little reciprocation would not come amiss. The Yawls are scheduled to play the Cruisers on Saturday 1st November and SYC 2 on Saturday 29th November. If you would like to play please phone 842983 - Tom Newberry, Y 131. Details of matches after Christmas will be available later.

N.B. We have won the first two matches - how about helping us win the Trophy?

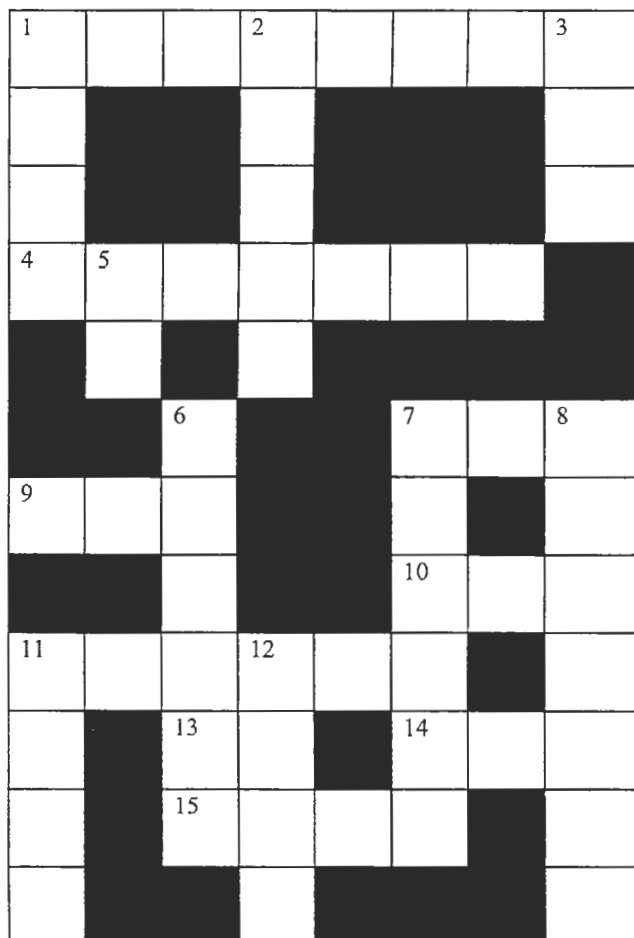
## YAWL CROSSWORD

### ACROSS

1. Pat and her niece sailed in Y109 and came first (8)
4. Who else was in this state other than Alsop? (3 and 4)
7. For all those poetry lovers - a bit of music! (3)
9. Reverse half of this sound to have a drink (3)
10. No choice - without wind (3)
11. A ton up! - I'll lay back at this mark (6)
13. Very useful to know for John Donovan in China (2)
14. Sounds like a divorced person - yawls are found there (3)
15. Don't go - my mast is coming down! (4)

### DOWN

1. You often pass the mark this way (4)
2. The yawl in charge of the cadets sounds funny (5)
3. The other part of the ditch (3)
5. The tide on this point makes you strong (2)
6. They get hung out to dry once they have been on show here (6)
7. A chairman's argument (6)
8. One half of a famous duo (7)
11. A scream you know well! (4)
12. In singular form a yawl name - although more visible with or without 6 down (4)







Photograph courtesy of Exp!osures, Salcombe

[www.exp!osures.com](http://www.exp!osures.com)

Telephone 01548 842005

## FOR SALE

### Y130 LYRA

1984 Stone built and refitted to a high standard over the last three years. Two sets of sails (one 2001 but very little used), 2001 Collar mast, Harken roller furling, full racing gear, cover. Lyra is a successful Blue fleet boat and is 100% ready to go.

GBP **£9,500** or near offer.

New trailer (one trip to Cork) would be £600 extra.

Kennel Holt, Goudhurst Road, Cranbrook,  
Kent TN17 2PT (01580 715028)

The Spinney, East Portlemouth,  
Kingsbridge, Devon TQ8 8OU (01548  
842723)

## FOR SALE

### Y161 BUDGIE

Pinnell & Bax sails.  
Last Stone built boat, 1995.

**£12,000**

Telephone Mike on  
01548 844288.





Photograph courtesy of Exp!osures, Salcombe

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Telephone 01548 842005

## **FOR SALE**

### **Y144**

## **CORMORANT**

Built by Mike Atfield.

In excellent condition with two suits of sails, including Alsop-made brand new (2003) racing sails and cover.

**£7,000**

Michael Boyd  
tel. 01483 475705.

## **FOR SALE**

### **Y31**

Just refurbished, new decks, and all new fittings and rigging.

White hull, blue anti-fouling - immaculate and ready to go!

Full spec available from David Newman at [da.newman@virgin.net](mailto:da.newman@virgin.net)

**£6950.00**

or near offer.

Telephone 01548 844204.



# YAWL RESULTS 2003

## Early May Open Meeting

### Red Fleet

- 1st Y160 Bluebird, Jon Alsop & Peter Howard
- 2nd Y167 Shag, Simon Gibbens & Seve Reed
- 3rd Y168 Storm, Will & Mandy Henderson

### Blue Fleet

- 1st Y138 Betty, Barney & Juanita Greenhill
- 2nd Y105 Mandarin, Mike Hicks & Martin Brett
- 3rd Y65 Avocet, Stephen Parker-Swift & Peter Hodges

## Late May Open Meeting

### Red Fleet

- 1st Y160 Bluebird, Jon Alsop & Peter Howard
- 2nd Y169 Rum Tum Tigger, Ian Stewart & Wendy Palmerone
- 3rd Y167 Shag, Simon Gibbens & Seve Reed

### Blue Fleet

- 1st Y138 Betty, Barney & Juanita Greenhill
- 2nd Y126 Storm Petrel, David Townend & Allyson Lofts
- 3rd Y83 Scheherazade, Robert Adams & James Armitage



## Salcombe Yacht Club Regatta

### Red Fleet

- 1st Y160 Bluebird, Jon Alsop & Peter Howard
- 2nd Y177 Spruce Goose, Spud Rowsell & Kevin Driver
- 3rd Y170 Guillemot, Geof Gilson & Sophie Mackley

### Blue Fleet

- 1st Y126 Storm Petrel, David Townend & Allyson Lofts
- 2nd Y65 Avocet, Stephen Parker-Swift & Peter Hodges
- 3rd Y83 Scheherazade, Robert Adams & James Armitage

### Gold Fleet (pre 141)

- 1st Y14 Blackbird, Susan Proudfoot & Lucy Nelson
- 2nd Y123 Kenavo, Michael & Jacqui Garrett
- 3rd Y112 Gemstone, Mike Owen & A.N. Other

### Gold Fleet (post 141)

- 1st Y142 Arctic Skua, Jeremy Handley & Paul Majski
- 2nd Y152 Lilly Maud, David Tucker & Carrie/Ben Tucker

## September Open Meeting

### Blue Fleet

- 1st Y98 Sandpiper  
Dan & Gail Bridger
- 2nd Y83 Scheherazade  
Rob Adams & Heather/Olly Adams
- 3rd Y126 Storm Petrel  
David Townend & Allyson Lofts

### Red Fleet

- 1st Y167 Shag,  
Simon Gibbens & Seve Reed
- 2nd Y160 Bluebird  
Jon Alsop & Peter Howard
- 3rd Y169 Rum Tum Tigger,  
Ian Stewart & Wendy Palmerone



# FOR SALE

## Y103 LAPWING

Telephone  
Phil & Julie Holland  
01548 531783.

# FOR SALE

## Y157 TEASE

Morrison design built by Dave Gibbens.

In very good condition.

Recent suits of Rowsell, Pinnell and Hyde sails. Minimum weight including correctors, maximum weight bronze plate, superb Milanes rudder blade.

Top flight regatta contending boat with 2nd place in 2002, Exmouth open winner 2003.

### £17,450

Good trailer available at extra cost.

Please contact Paul Ellis on 07793 319129  
or 01548 521353.

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# What people get up to in Yawls

Family Sailing

A lot of racing



Some washing and polishing?



and even a bit of fishing!

