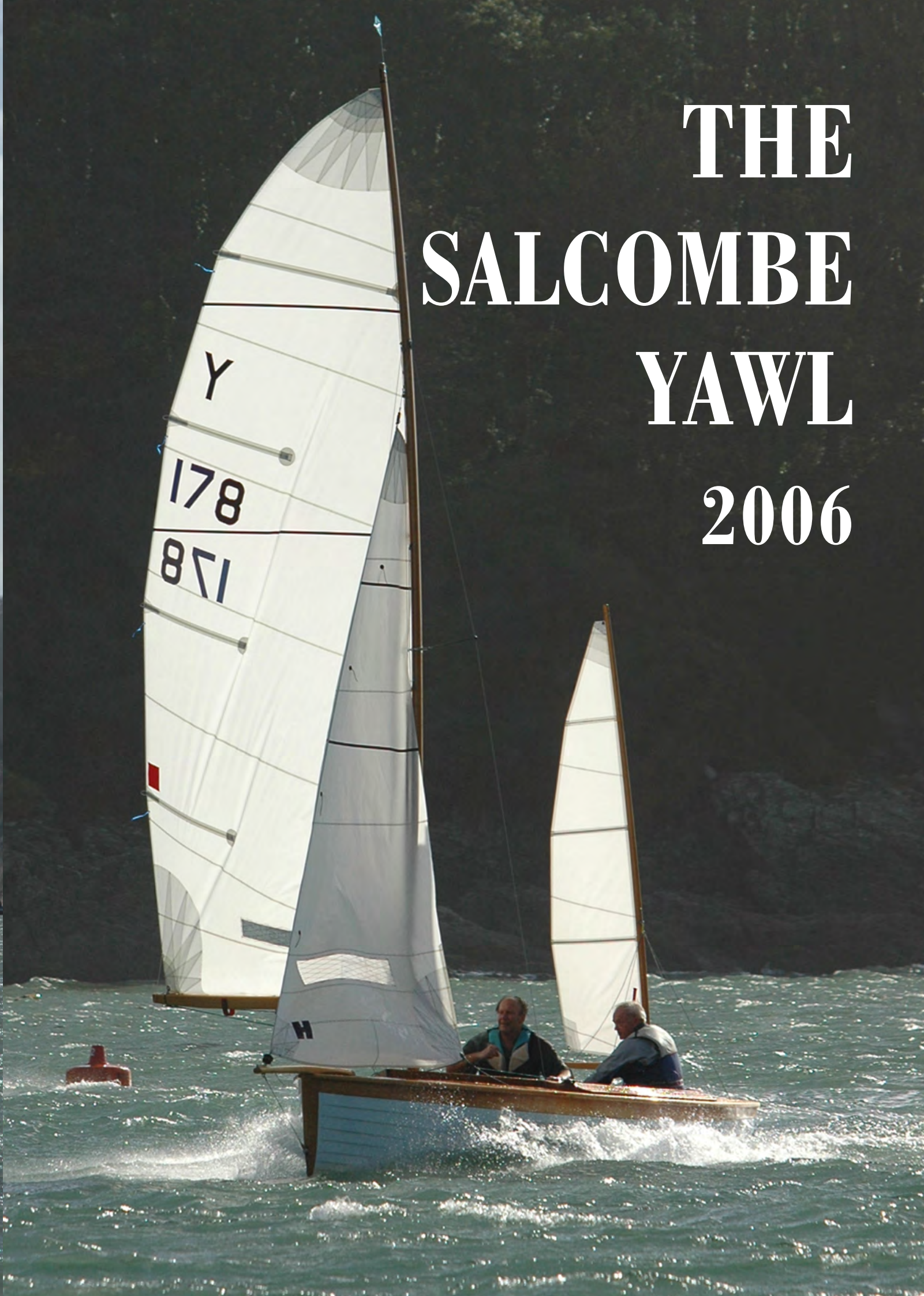




THE SALCOMBE YAWL 2006



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BOATYARD NEWS

Stone's boatyard moved to its new premises two years ago, within this time the boatyard now looks after and maintains over half the Salcombe yawl fleet and various other boats. The yard is one of the largest under cover storage of wooden boats in the area.



After finding it very difficult to source top quality timber to repair, maintain and build with, Stone's boatyard have now also moved into the timber industry. We are now sourcing top quality timber from all over the world for both our own yard and other boatyards' use across the country; including Sutton Oars which make over 90% of the Cornish pilot gig oars. Tristan's father, Jim Stone, can now source top quality timber directly from the sawmills having emigrated to Canada. Using the timber, Jim Stone and Will Henderson have commissioned Ian Howlett to design a new yawl. The new yawl has been planked by Mike Atfield and decked, varnished and fitted out by the yard.

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WE CAN SUPPLY EVERYTHING FOR YOUR SALCOMBE YAWL

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FOREWORD

The past year has been a great year for the class, with record numbers in the three Regatta fleets and a huge number of new members. I feel I should use this space to say a very big thank you to Judith Rowell who retired as Hon. Secretary this August and whose work behind the scenes now means that the job of Secretary will be far less onerous than before. She should be congratulated on her work over the Certificates and the effort taken to make sure the records were accurate, and I am truly grateful and on behalf of you all...thank you Judith!

Next year will I am sure continue to build on the success and I hope that we will be able to increase the number of you sailing on Saturday afternoons, I feel I should congratulate Geoff Gilson for ensuring that his boat competed every Saturday from the beginning to the end of the season....the only boat to do so! I think that we should consider a prize for highest number of owner helmed races in a season.

Our physical presence on the water is however quite intimidating and I must stress that in these days of health and safety and the litigious nature of the world, we must not let ourselves down, our behaviour on the water and respect for others, however incompetent they may seem, must be exemplary. It will only take the bad behaviour of one or two of our class to jeopardise what we all enjoy, I urge you all to act safely and pragmatically and think things through before shouting or swearing or colliding on and off the estuary.

I look forward to next season and to my handing over the reins to a new Chairman in August ... and whilst there the Committee has a volunteer who is very able and willing, it is open to further nomination!

Martin
Y137 'Puffin'

S.Y.O.A. CONTACTS

Hon. Secretary

Allyson Lofts 01548 842097

Hon. Measurer

John Donovan 01548 852342

Committee Members

Martin Beck (chairman) Y137 'Puffin' 01548 561963

David Austin Y91 'Shoni'

Paul Ellis Y157 'Tease'

Mark Dowie Y181 'Typhoon'

David Townend Y126 'Storm Petrel'



TEAM RACING AGAINST ROYAL HONG KONG YC November 2006

Twenty-five Salcombe travellers looking forward to the prospect of warm weather and excellent hospitality, arrived in Hong Kong on Thursday 2nd November in order to take part in the 2nd Interport competition.

RHKYC had been unable to send a team to Salcombe in either 2005 or 2006. RHKYC were however very keen to get revenge for their defeat in the 2004 competition when the racing took place in Laser Stratos dinghies. The Salcombe team had therefore received an invitation to visit again in 2006 and this time would meet the renowned and well prepared Hong Kong Etchells team.

On the Thursday evening the Salcombe team presented the trophy to RHKYC for safe keeping over the weekend. The Team were beautifully kitted out in their brightly coloured shirts, provided through generous sponsorship from HSBC private banking. There was much discussion with the sailors from the HK team and it was quite clear that it was going to be a tall order to take the trophy back to Old Blighty - all of the HK helmsmen had finished in the top ten at the Etchells worlds and were teamed up mostly with their usual crews. It was also alarming that the boats selected for Salcombe had the older sail numbers although we were assured this was not a fix. The prospect of some close racing did not discourage the Team from making the most of the HK nightlife, Mark Dowie leading us astray.

On Friday, a little jaded, the Salcombe Team went sailing in their allocated Etchells. 2 hours out in Hong Kong harbour honed the much needed skills, but further brought home that these boats are seriously powerful. Friday night social consisted of Salcombe hosting a trip in a Junk to an Island for some exceptional seafood and more alcohol.

Saturday morning was bright and sunny with what appeared to be a steady breeze. The first start was made just off Kellet Island where the Yacht Club is based. Right at the start time the wind veered and blew partly over some tower blocks creating mayhem. The HK team went for an immediate attack with some intimidating team racing moves, by the finish the 4 HK boats were barely in sight. Hardly having recovered from this shocking defeat and the same thing happened in race 2. We came off the water for lunch and for some much needed consideration. Race 3 was a fleet race



over a longer course in an area where the wind was much steadier. This was a great sail, in sun and a force 3 to 4 and finally Salcombe managed to get a little closer to the HK boats.

Saturday night found the Salcombe team attending the RHKYC Annual Ball. This is a glittering event and it did not take much time for everyone to forget the disappointment of the day and get into the party spirit.

Most of the Salcombe sailors had the 5am breakfast before going back to the hotel with only Charlotte Reed making it to 7am for the survivors' photo. The only injury to a Team member occurred in the early hours with Joanne Salley breaking a wrist when whirling around on the dance floor.

A much needed lie-in was had on Sunday with the racing starting in the early afternoon. Glorious weather and a force 4 made for champagne sailing. Finally the Salcombe Team started to show some talent and although we were again defeated in races 4 to 6 - it was closer.

Off the starts the HK Team always came out better making it an uphill struggle for Salcombe. Upwind the Salcombe team performed well showing some good speed and improving tactics. The spinnaker handling in the moderate breeze was however quite testing and there were some tense moments going downwind. The sailing, even in defeat, was superb and we had a really excellent day.

On the Sunday evening we attended the prize giving and Paul Ellis, the Salcombe captain thanked everyone involved at RHKYC for the hospitality they had shown. Paul also noted the contribution made by Mark and Hazel Dowie for making an excellent job of the arrangements, to Andrew Reed for obtaining the sponsorship and organising the team kit (generously sponsored by HSBC Private Banking) and to Tim Law for helping us to learn to sail the Etchells.

The event closed with the invitation of the RHKYC Team to visit Salcombe for a return match. There is a possibility that this may occur in 2007 following the Etchells worlds being held in Cowes. In his closing comments, Paul Ellis explained to the potential visitors that we had already selected the boats they would sail, and as with the Etchells, older boats are just as fast as newer ones and also recommended that the crews they bring were a minimum of 15 stone!

Paul Ellis

MEMBERS JOINING THE ASSOCIATION 2006

50	F	Mr A Baker
145	A	Mr J Bell
142	F	Mr J Couling
132	F	Mr G Dixon
	A	Mr J Hewitt
96	F	Mrs N Goulter
15	F	Mr A M Knowles
150	F	Mr J Lewis
126	A	Mrs A V Lofts
7	F	Mr S. Mason
	A	Mr C Mayhew
100	F	Mr G McCall

25	F	Mr P McIntosh
83	F	Sir Keith Mills
100	F	Sir Simon Stewart
7	F	Mr R. Taylor
146	F	Mr T Unsworth
17	F	Mr C Yeoward

The list of members joining this year shows what interest there is in the Class at the moment. We extend a big welcome to you all and look forward to seeing you on the water and in the bar. The Hampton Merlin Rocket fleet continues to be a good nursery for Salcombe Yawl sailors - there are nearly enough of them now to have their own Regatta fleet.

YAWL GOLF 2006

In spite of a very off-putting weather forecast, 15 stalwarts turned up to do battle at Churston Golf Club on 6th October. Winds gusting force 8-9 made the challenge slightly more onerous than usual, but at least it didn't rain.

There was no doubt as to the best players on the day - Simon and Victoria Gibbens cleaned up (big time!), with Nick Walker and Richard Murray in second place and Jeremy Thomson and Derek Scantlebury third.

The 141 Helm and Mizzen challenge (crew) went to Simon and Victoria: the Nuffin Challenge Cup (individual winner) was won by Victoria, with Nick Walker runner-up and Malcolm Squire third. The

Payne Boomer Trophy (longest drive) was won by Simon Gibbens and no-one managed to hit the 17th green to claim the nearest-the-pin prize (an indication of the weather conditions). Rumour has it that Simon is building a new trophy room at home!

October was obviously not very kind to us, but this only happened because of a clash of dates for the original booking in June. However ...

Yawl Golf 2007

will be held at Stover Golf Club on Thursday 28th June 2007. Please contact me on 856232 for further details.

Happy New Year.

PeterHodges

THE SALCOMBE YAWL. Scratch Hitchen

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SYC RACING RESULTS 2006

SALCOMBEYAWL OPEN MEETING 29th APRIL - 1st MAY 2006

Red Fleet

Rank	Boat	Sail No	Helm	Crew	Club
1st	Bluebird	160	Jon Alsop	Robin Hodges	Salcombe
2nd	RumTumTigger	169	Ian Stewart	Wendy Stewart	Salcombe
3rd	Tease	157	Paul Ellis	Julie Holland	Salcombe

Blue Fleet

1st	Storm Petrel	126	David Townend	Allyson Lofts	Salcombe
2nd	Sandpiper	98	Dan Bridger	Gail Bridger	Salcombe
3rd	Tern	28	David Jayne	Belinda Jayne	Salcombe

SALCOMBEYAWL OPEN MEETING 27th - 29th MAY 2006

Red Fleet

1st	Tease	157	Paul Ellis	Julie Holland	Salcombe
2nd	Bluebird	160	Jon Alsop	Robin Hodges	Salcombe
3rd	Shag	167	Simon Gibbens	Seve Reed	Salcombe

Blue Fleet

1st	Storm Petrel	126	David Townend	Allyson Lofts	Salcombe
2nd	Albatross	74	Hywel Bowen-Perkins	Rob Heath	Hampton on Sea
3rd	Seathrifty	93	Kevin Anderson	Sadie Anderson	Hampton on Sea

SAILING CLUB SERIES 2006

1st	Guillemot	170	Geof Gilson	Chris Spencer-Chapman
2nd	Willow	162	Charles Thompson	
3rd		108	David Edmonds	Harry Edmonds

SUMMER SERIES 2006

1st	Bluebird	160	Jon Alsop	
2nd	Guillemot	170	Geof Gilson	Chris Spencer-Chapman
3rd	Willow	162	Charles Thompson	

SALCOMBEYAWL OPEN MEETING 16th & 17th SEPTEMBER 2006

Red Fleet

1st	Spruce Goose	177	Spud Rowsell	Kevin Driver	Salcombe
2nd	Bluebird	160	Jon Alsop	Alister Morley	Salcombe
3rd	Tease	157	Paul Ellis	Julie Holland	Salcombe

Blue Fleet

1st	Taylor Maid	61	Scratch Hitchen	Dick Turpin	Salcombe
2nd	Seathrift	93	Phil Dalby	Elizabeth Page	Hampton on Sea
3rd	Puffin	137	Martin Beck	Dan Bridger	Salcombe

AUTUMN SERIES 2006

1st	Bluebird	160	Jon Alsop	
2nd	Guillemot	170	Geof Gilson	Chris Spencer-Chapman
3rd	Willow	162	Charles Thompson	

SYOA ONLINE - WWW.SYOA.CO.UK

Visit Our Impressive Website Today!!!!

The SYOA website offers comprehensive information for members and non-members, including latest news, events, features, results, class contacts and previous newsletters.

Syoa.co.uk also provides an interactive chat forum, photo gallery and a current list of available yawls for sale. You can even add your yawl to the list!!!

Use the new and improved chat forum to raise and discuss various "Yawlie" topics and talking points. Members of the SYOA can access the "Members

Only Section" - this section offers member details, the yawl owner's constitution, a register of yawls and much more.

The site is currently maintained by Nick Gibbens. If you have any suggestions, photos, news or general enquires please email him on nickgibbens@hotmail.com.



RESTORATION & REFITS

The restoration of our old Yawls has continued this winter and there are now fewer and fewer boats to be discovered hidden in old garages, forgotten and lost. It has been stimulated by the rising cost of building a new yawl and the promise of highly competitive sailing in the older 'designed' boats.

There are a number of 'restorers' that prospective new owners may approach, there are many to whom one can turn to for advice with tuning and sails. The mysterious art of what makes a Yawl go faster has evolved year by year, as new ideas come and go.

This year we saw the restored Y15 Kingfisher make her debut, she was built originally by Jim Stone in 1950 for Capt. John Waterhouse, she has been rebuilt using only two planks from her original build, and is as beautiful today as she was over fifty years ago !

There are more boats currently in various stages of restoration: Y22 Kittiwake, and Y100 have been rescued, both of these boats were well worked when in the ownership of the ICC. There are of course many others undergoing some tender love and care.

There is an ongoing debate between the traditionalist and the modernist. How much of your restoration should be 'as it was originally' and how much should benefit from 'modern coatings'? There are various labels used to describe these materials 'Epoxy', 'Westing' 'Sikoflex', some will argue that as the specification stipulates 'no glue' some of these modern materials stretch the definitions. The early use of such

'coatings' has started to cause a few problems and the debate will continue as to whether the extended life that has been given is at the expense of a longer one had a different decision or material been used. Whatever the answer the fleet has benefited from passion, hard work and ingenuity.

There was much passion expressed and felt when Y81 recently was judged too far gone to be restored. The ability and motivation to save any boat is very high and I appeal to all members to advise the membership via the Committee if there is an owner who is about to dispose of a Yawl, however bad....because there just might be someone with the will to take even one plank and start again !

Martin



Y69 Choski - very difficult to repair because of Epoxy coating.

EGM HELD AT SYC ON 30th DECEMBER

The EGM was held on the 30th December to debate and ratify a change to the rules as follows :

4. CENTRE PLATE, BALLAST KEEL AND RUDDER

4.1 The centre plate shall be of one metal or alloy of specific gravity less than 9 It shall be raised or lowered only by rotation about a fixed bush, pin or bolt located within the profile of the centre plate case. When fully lowered, the maximum extension below the ballast keel shall not exceed 1219mm. When fully raised the centre plate shall not extend below the keel or above the sheerline.

I am pleased to say that the majority who attended were in favour and when the returned ballots were counted there were a handful of votes against. The rule change has been adopted.

My thanks to all of you who made the effort to attend and for those from whom apologies were received.

INVITATION

The Agenda for the August AGM is yet to be decided ! If you have a burning desire for an issue to be included please write in a.s.a.p. in order that your Committee can discuss and if practical include on the AGM agenda.

NEW CHAIRMAN.....for those who are unaware, Martin's Chairmanship comes to an end this AGM and whilst he has secured a volunteer in Clive Jacobs to take over, please accept this as an open invitation for any one else to volunteer to put themselves forward. He will also need two volunteers for his new committee, replacing Paul Ellis and David Austin.

Martin

SALCOMBE YACHT CLUB

A letter from the Commodore

Well! What a good year it's been. The weather has played its part and there have been record, or near record, turnouts for the major Yawl races, put on by the club for the "Yawlies".

The regatta week saw sixty boats entered and what a sight they made, for members and visitors alike, when viewed from the club patio and Cliff House Gardens. As an ex-owner, of very little distinction, I must say the "pangs" were there in the background, when I viewed the starts from the Watch House.

This year seems to have produced some close racing, both in open meetings and series racing, with only a very few incidents, which your chairman has commented on in earlier publications. It is very important to remember the estuary is there for everybody to use safely and to enjoy, not just us "stick and rag" boats.

At the time of writing, our "team" is about to leave for Hong Kong and the beautiful trophy has disappeared from the bar wall. I sincerely hope they bring it back, for if not, the wall will need making good!! Good luck to everyone sailing for SYC and enjoy your trip.

As a club, we look forward to next year's events and let's hope we get even more yawls on the water. After the problems with the start line this summer, due to the lack of wind or direction of wind, we have obtained the use of a suitable committee boat and Bob Petit has talks in hand with our new Harbour Master, a Laser helmsman, to find the best way to use this facility, so that we benefit in the most advantageous way.

Our aim is to provide the best possible facilities for all, so the helpful input of the Yawl committee is always welcome.

So, have a Happy New Year and enjoy your winter maintenance.

Bruce Fletcher

SALCOMBE ESTUARY

A letter from the Harbour Master

After just three short months into my new career, I am delighted to respond to Martin Beck's invitation to write a few words for the Yawl Magazine. This article represents my initial thoughts and observations from my position as harbour master.

The Salcombe and Kingsbridge Estuary is, without doubt, a very special place. Although I have lived in the South Hams with my family since 1978, I did not know it that well as I keep my own boat in Dartmouth. These past few months have been a revelation. The Estuary is a superb location for sailing, particularly for small boats and has, because of its status as an Area of Outstanding Natural Beauty (AONB), Special Scientific Interest (SSSI), Heritage Coast and Local Nature Reserve, resisted major marine development and retained its character. The shipbuilding and trade of the 19th century, on which Salcombe's wealth was built, has now made way to leisure and tourism. Salcombe has evolved into an expensive destination, with a high percentage of holiday and second homes, which is

operating over its capacity for the summer months but has charm enough to spare at other times.

This is a very exciting time for Salcombe. South Hams District Council, the Harbour Authority for the Estuary, has wholeheartedly embraced the recommendations in the DfT Municipal Ports review published in their report "Opportunities for Ports in Local Authority Ownership" which draws greatly on the Trust Port Review "A Guide to good governance". In a nutshell these reports recommend the establishment of a Harbour Board which is "fit for purpose" encourages more openness, greater stakeholder involvement and the establishment of assured accounts. I believe all the conditions are right to build on our strengths, address our weaknesses, and seize the opportunities that will ensure the Estuary's prosperity for the future.

My priorities are threefold; to ensure the estuary is a safe place by maintaining our compliance with the Port marine safety Code, To maintain business continuity by delivering the best possible service we can whilst moving forward the development and implementation of a strategic business plan that will ensure the Harbour Authority meets the stakeholders' demands and requirements of the future.

Something that is absolutely clear to me is that to do nothing is not an option. Our current situation is one of ageing infrastructure, spiralling costs, falling visitor numbers which means we have insufficient resources to even maintain the status quo. If one makes the assumption that we do not want to change the character of the Estuary, it is clear that we are going to have to be innovative but be open to the concept of some change if we are to be successful in securing Salcombe's future through the 21st century.

In summary The Salcombe and Kingsbridge Estuary has enormous potential. We struggle to cope with the volume of boats and people during July and August but, throughout the remainder of the year, we have spare capacity and room for growth. The challenge will be to retain the character of the Estuary, extend the season by attracting more visitors outside the busy summer period, but to do this we must improve the facilities and service we offer. We will never be able to compete with ports that have marinas and walk on access, but do we want to? I believe we must play to our strengths, however, as expectations continuously rise, we must be careful not to be left behind.

Ian Gibson, Harbour Master



YAWL CALENDAR 2007

1st Jan 2007	Monday	New Years Day Race
3rd & 4th March	Sat & Sun	Dinghy Sailing Show - Alexandra Palace
17th March-	Saturday	Spring Series Race 1
24th March	Saturday	Spring Series Race 2
31st March	Saturday	Spring Series Race 3
7th April	Saturday	Spring Series Race 4
14th April	Saturday	Spring Series Race 5 - Merlin Rocket Silver Tiller
15th April	Sunday	Merlin Rocket Silver Tiller
21st April	Saturday	Spring Series Race 6
28th April	Saturday	Sailing Club Series Race 1
1st May	Tuesday	Cadet Sessions start 18.00
5th May	Saturday	Sailing Club Series Race 2 - Salcombe Yawl & National Twelve Open Meeting
6th May	Sunday	Salcombe Yawl & National Twelve Open Meeting
7th May	Monday	Salcombe Yawl & National Twelve Open Meeting
12th May	Saturday	Sailing Club Series Race 3
19th May	Saturday	Sailing Club Series Race 4
26th May	Saturday	Sailing Club Series Race 5 - Salcombe Yawl, Solo & Junior Handicap
27th May	Sunday	Salcombe Yawl, Solo & Junior Handicap Open Meeting
28th May	Monday	Salcombe Yawl, Solo & Junior Handicap Open Meeting
2nd June	Saturday	Sailing Club Series Race 6
8th June	Friday	Salcombe Festival Sailing Event - Details to be posted in the Club
9th June	Saturday	Salcombe Festival Sailing Event - Details to be posted in the Club & Hornet Open Meeting
10th June	Sunday	Salcombe Festival Sailing Event - Details to be posted in the Club & Hornet Open Meeting
16th June	Saturday	Sailing Club Series Race 7
13th June	Wednesday	Midweek Summer Series Race 1 Details of Series to be Posted in the club
27th June	Wednesday	Midweek Summer Series Race 2
4th July	Wednesday	Midweek Summer Series Race 3
18th July	Wednesday	Midweek Summer Series Race 4
23rd June	Saturday	Summer Series Race 1
30th June	Saturday	Summer Series Race 2
7th July	Saturday	Summer Series Race 3
8th -13th July	Sunday - Friday	Marchand Petit Merlin Rocket Week
14th July	Saturday	Summer Series Race 4
15th July	Sunday	Jacob's Trophy - Sea Race
21st July	Saturday	Summer Series Race 5
28th July	Saturday	Summer Series Race 6
5th - 10th Aug.	Mon-Fri	Salcombe Yacht Club Regatta
13th - 17th Aug.	Mon-Fri	Salcombe Town Regatta - 5 days
18th August	Saturday	Summer Series Race 7
25th August	Saturday	Summer Series Race 8
1st September	Saturday	Autumn Series Race 1
8th September	Saturday	Autumn Series Race 2
15th September	Saturday	Autumn Series Race 3 - Salcombe Yawl Open Meeting
16th September	Sunday	Salcombe Yawl Open Meeting
22nd September	Saturday	Autumn Series Race 4
29th September	Saturday	Autumn Series Race 5
6th October	Saturday	Autumn Series Race 6 - National Twelve and Solo Open Meeting
7th October	Sunday	National Twelve and Solo Open Meeting
13th October	Saturday	Autumn Series Race 7
21st October	Saturday	Autumn Series Race 8 - 202nd Anniversary of the Battle of Trafalgar
27th October	Saturday	Winter Series Race 1
3rd November	Saturday	Winter Series Race 2
		Annual Prizegiving and Laying Up Supper
17th November	Saturday	Winter Series Race 4
1st December	Saturday	Winter Series Race 6
8th December	Saturday	Winter Series Race 7
15th December	Saturday	Winter Series Race 8
22nd December	Saturday	Festive Series Race 1
26th December	Wednesday	Festive Series Race 2 Boxing Day Race
29th December	Saturday	Festive Series Race 3
1st January 2008	Tuesday	Festive Series Race 4 New Years Day Race

Start Times

New Years Day 2007	11.00
Spring Series	14.30
Sailing Club, Summer & Autumn Series Solo	14.00; Salcombe Yawl 14.10; Handicap 14.20
Midweek Summer Series	Details to be posted in the Club.
Winter Series	13.00
Festive Series	11.00

All tide times in G.M.T. (for B.S.T. add 1 hour) for Salcombe



BUILDING A SPRUCE YAWL

Mike Atfield

It was during the summer of 2005 that Jim Stone first mentioned the possibility of building a new yawl for him and Will Henderson. Jim now lives in Canada and imports timber into this country. We discussed the idea of building a yawl out of something other than African mahogany: we first thought of Cedar which is used extensively in Canada for boatbuilding, but then Jim acquired some really beautiful close-grained Sitka Spruce which the sawmill had put to one side for making musical instruments. We both laughed and said if we built a yawl from musical instrument timber the finished boat would not need tuning.



Several early yawls were built of Spruce, I remember when I was an apprentice at Edgar Cove's yard one of the boats in the hire fleet was yawl no. 9, Priscilla. She was an open boat, planked in spruce, the mizzen mast was stepped outside the transom on two brackets and she had a gaff-rigged mainsail. Some early yawls were also built of yellow pine, and yawl no. 7, Choice was built of cedar.

The main problem with the spruce for the new yawl was that it was only 250mm wide, this meant that the curved planks in the bottom needed to be scarfed together to get the curves required.

Ian Howlett the designer felt he could fine tune a few things on the new yawl and came up with his Mk. 2 design (the first Mk. 1 boat was Y168 Storm, I also built three others, Y174, Y175 and Y178). While not very different from the Mk. 1s the Mk. 2 design did necessitate the making of a new keel block on which to build the boat, and also seven new moulds which have to be set up every 610mm along the length of the hull.

I laminated the keel out of five mahogany strips glued to the shape of the new keel block, fitted a Ute centre box which is heavier than a mahogany box (this was to concentrate all the weight in the right place, on the centre line of the boat and as low

as possible). The transom and the inner stem are made from Honduras Mahogany, this timber has been sawn for many years, is very dry and therefore very light in weight, ideal for the ends of a yawl. The inner knees on the stem and transom are laminated from spruce with large holes drilled through them to eliminate any unnecessary weight. Also the planks where they meet the stem below the waterline are kept as low as possible so the bottom of the planks run as near as the rules allow parallel with the waterline, this keeps drag to a minimum.

One of the problems with planking in Spruce is that it is of a softer texture than mahogany, therefore it is more difficult to rivet together as the internal roves tend to sink into the planks, each rivet has to be drawn in very carefully which is very time-consuming.

tight to the maximum and minimum design rules in places, so great care has to be taken to make sure the hull measures and remains nice and fair.

Also to help with keeping the hull as rigid as possible prior to steaming the ribs, I fitted the gunwales and all the deck beams, this meant that the hull could be kept within the design parameters.

Once all the ribs were riveted, floorbearers were fitted on every second rib. These were mortised into the side of the centre box and glued and screwed to the rib, and this in effect makes the bottom of the boat extremely rigid. To additionally stiffen the hull a mahogany frame was fitted from where the shrouds go through the deck down to the centre box at the side of the mast step.

I fitted a mahogany top strake which will be varnished along with the transom and the stem, the rest of the external planking will be painted. Internally the boat will be varnished, the spruce colours to a nice light honey tone. The decks are marine plywood with 1.6mm Brazilian Mahogany book-matched veneers glued on top.

Will Henderson will be sailing the new boat from the beginning of the 2007 season, and at present I have two more new yawls on order.

Also great care has to be taken when steaming in the ribs so that they don't pull the planking in, (a mahogany hull tends to be stiffer than the spruce hull prior to the ribs being fitted), the oak ribs are stiffer than the spruce so the hull tends to pull into the oak rather than the oak pull out to the planking. Both the Phil Morrison and the Ian Howlett designs are quite

