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THE SALCOMBE YAWL




2010

Photographs contributed by Exposures of Salcombe (01548 842005), Anthony Lofis (01548 842097) and Association members.

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STONES BOATYARD NEWS

It's been the busiest year ever for Stones Boatyard. At the start of the season we put a new bottom, centrebox, floorboards and Awlgrip and Teflon paint finish on Y123. This proved invaluable in Yacht Club Regatta Week as she was the overall winner for the Gold Fleet. The first time Michael and Jaqui Garrett have won in many years..



New decks and seats were fitted out in Y140, she also performed well in the Blue Fleet.



Stones Paint Finishes and P&B Sails seem to be the winning combination! Stones Paint finishes won the Red, Green, Blue and Gold Fleet in Regatta and P&B Sails came first in the Red, Blue and Gold fleet, and second in the Green fleet during Salcombe Yacht Club Regatta. Due to these spectacular results our paint booth has been fully booked from last September up until the second week of June. Another 6 yawls will be racing this year with Stones top of the range paint finishes, and we're looking into building a second paint booth in the Autumn to keep up with the demand. Bookings are now being taken for September.

Chemo Outreach Project I'd just like to say a huge Thank you to all the people that supported our fundraising effort. We have raised over the target amount of £80,000 and the clinic is now open. People in Kingsbridge, Tavistock and Liskeard are now being treated. I feel privileged to have had so much support along the way from so many people

The Salcombe Yawl Owners Association is very grateful to Exposures for allowing us to use their photographs in this magazine

Salcombe Launch Stones are building the first new wooden boat in East Portlemouth for over 16 years. The new 18ft 6 launch is clinker construction with teak flooring and decks. It also has Awlgrip topsides ensuring it is as maintenance free as possible. The lines were taken off Miss Shirley Tyler's launch, Smuggler, which was moored off Smalls Beach for many years. We're able to offer a range of traditional launches from 16ft to 26ft long.



If you'd like any information or a test drive in her, please don't hesitate to get in touch. (Tel: 01548 844122) don't hesitate to get in touch. (Tel: 01548 844122)

Timber We have also been busy supplying many classic boats over the year with timber. Please do check out our new timber website at www.stonesmarinetimber.com.

Tristan Stone



FROM THE CHAIR

Well, I only have a few months left in the job and I am definitely demob happy. I think that four years as chairman is too long and that a maximum of three years should be considered. I remember a past chairman saying to me, as I took office, that you don't win many friends doing this job.

During my term of office we have introduced a variety of new events and tidied up the rules where we felt necessary. We have introduced another fleet for regatta if the numbers require and gosh didn't that come in for a lot of stick. My personal view on the red and blue fleet mix is that the membership lost a great opportunity to mix both fleets both competitively and socially and that an opportunity for any boat to race in any fleet was lost at last year's AGM. It would be good if those that have felt aggrieved by some of the decisions made by the committee over the last three years should put themselves forward to assist with the management of SYOA and then perhaps they would understand some of the difficulties we have had to face.

As for the coming season we are going to run all the main events, but have cut down on some of the minor ones as they have not been particularly well attended. In June there will be a group of us going to the Morbihan to take part in their classic boat week, this will be a great event to show off our Yawls to the French.

During the winter your committee discussed the subscriptions and have decided to recommend an increase in the subs at this year's AGM to help fund our new website which hopefully by the time you read this newsletter will be up and running. It is our intention to do as much as we can electronically and cut down on the not inconsiderable cost of postage. We are going to use a professional company who, for an agreed rate, will keep the site up to date all the time.

Finally I would like to thank my committee and in particular John Donovan and Allyson Lofts who both do a tremendous amount of work behind the scene for the SYOA and wish you all good sailing in 2011.

Clive Jacobs

NEW MEMBERS

- (F) **Mike Godley** Y131
- (A) **Mervyn Honey** (re-joined)
- (A) **Roger Lumby**
- (A) **Richard Page**
- (A) **Jane Starey** (re-joined)
- (A) **Sally Hosking**
- (F) **Andrew Broggio** Y146
- (F) **Richard Bawden** Y157

A NOTE FROM THE HARBOURMASTER

As another year concludes and we start looking forward to the sailing season ahead, we all have very high expectations. I am personally looking forward to long warm sunny days with a refreshing sea breeze and still moonlight nights to enjoy the company of friends. I hope that this summer we will not be concerned with battening down the hatches to ride out another storm from a never ending procession of depressions!

Well I can do nothing about the weather, but I hope we can help with your enjoyment of the estuary. The Harbour Staff have been very busy over the winter with routine maintenance, but the main project has been the maintenance dredging of the Kingsbridge Basin, the approaches to Winters Boatyard at Lincombe and the Batson Channel to the slipway and the area around the Batson Pontoons. This dredge, like the dredging two years ago, has utilised the water injection methodology. I believe we have now found an environmentally and financially sustainable way of fulfilling this conservancy duty. We should now be able to maintain dredge on a regular five year programme. Another major change has been the Harbour Staff, on behalf of the District Council, have operated a slipway hoist to deliver the winter storage service. This has incorporated the introduction of a closed loop scrubbing system which extracts all of the harmful chemicals from the water used to scrub the hulls and so will, in time drastically improve the water quality within the harbour. The other big task this winter has been the public consultation on the future of the Salcombe Town Landings. This project is now gathering a pace and is currently out to tender with a view to delivering the improvements to the berthing and landing capacity of both Whitestrand and Normandy Pontoons for the 2012 season.

I remain concerned by the number of minor collisions we have during the summer high season. The kinder weather conditions in regatta week did help but we still have far too many avoidable collisions. I am sure the weather and the density of traffic play their part, but individuals must be responsible and sail within their capabilities for the prevailing weather conditions. The Port Marine Safety Code requires harbour authorities to report all accidents and hazardous incidents to the Marine Accident Investigation Branch. Therefore, should you be unfortunate enough to be involved in a collision I would request that you complete one of the Incident Report Forms in the Harbour Office as soon as practicable after the incident.

Staying with the safety theme, I would like to make a plea to everyone who takes to the water to wear a life jacket. I repeatedly see experienced mariners not doing so, I also see all of the disturbing reports from the Marine Accident Investigation Branch were people have needlessly lost their lives because they have not taken a simple personal precaution.

I look forward to seeing you all enjoying your sailing in Salcombe in 2011 and to receiving your feedback on how we might improve in the future. The Harbour Board are currently considering plans for the next five years so if you have any comments please take the time to let us know.

Ian Gibson, Salcombe Harbour Master



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JON ALSOP - SAILOR

As Alec Stone once let slip to me: the one I'm afraid of trickling up behind me, is that b*gger Jon!" I met Jon Alsop when he was thinking of starting a sailmaking business in Salcombe in 1982. He arrived outside the old icecream factory in Shadycombe Road on a Honda 90, and thinking he was taking a more than normal interest in the building we occupied I went out and introduced myself and asked what he was up to. He said if he took the loft above us he was likely to join the Salcombe Yawl fleet and quick as a flash I offered my services as crew. He couldn't get rid of me for 21 years. I had not raced in Salcombe before, although had done a bit elsewhere, and from my point of view this was a perfect arrangement. Coincidentally, I was already thinking of offering my services so this came at the right time.

Jon set out to find an old boat which he could restore to racing trim and with help from the late Ted Pearce he arranged to buy Y25 Curlew from the Island Cruising Club. There was a great deal to do to make the boat in any way competitive, and, meticulous as ever, Jon wanted to do all the work himself, (I don't think I did anything to help that first year) and when Ted saw her ready for the season he regretted parting with her! The attention to detail Jon showed in preparing the hull, tweaking the rigging and of course making and tuning the sails was exemplary.

Jon was one of three brothers brought up on the Norfolk Broads, and all of them sailed before they could walk, almost; and they were fanatical about racing. Jon learned the sailmaker's skill at Holt's. He sailed Enterprises, Solos, Hornets until latching on to the Fireball in 1967, when he was about 20 years old. With his brother Dan as crew he was runner-up in the World Championships in Switzerland in 1968, afterwards competing very successfully all over the world.

It became clear in our first year that Y25 was at a disadvantage to the new-ish Taylor Yawls with their radical hull shape, so as finance allowed Jon looked for and bought Y69 Choski (or Choc-Ice, in a nod to my trade!).

Before J.Alsop arrived on the scene the yawls were going through a quiet phase. Except at regattas, there might only be a handful out and the class was ready for a boost. The boats were heavy, expensive to build, were in hardwood which was becoming difficult to get, and most important, the boat-building skills were more and more difficult to find.

Jon's arrival and the impact he made by giving Alec, Payner and co. a run for their money (and beating them once he had sorted out the 'local knowledge') did wonders for the health of the fleet.

To get the competitive edge you needed the best of equipment- the best hull shape, the best rigging and sails available. Jon and others showed that this was so. To such an extent that he was often approached for advice on all these matters, and he was always generous with his time and knowledge. Except, of course, when buttonholed at the top of the slipway whilst on the way to the start! Jon came in at the tail-end of shall I call it the "Taylor revolution" which exploited the rules to create a faster hull-shape during the seventies, and enjoyed the "Morrison revolution" of the eighties and nineties. The popularity of the class has soared over the twenty-five years of Jon's association with the class, with helmsmen of all abilities competing at all levels. With his experience of competitive sailing, generosity in sharing his knowledge and gentlemanly manner on the course, may I describe them as the "Alsop revolution"?

Peter Howard

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is For Sale
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RACING RESULTS

Sailing Club Series

Red	1st	159	Dan Bridger / Gail Bridger
	2nd	170	Geof Gilson / Chris Spenser- Chapman
	3rd	184	Spud Rowsell / Kevin Driver
Blue	1st	28	David Jayne / Belinda Jayne
	2nd	150	Jon Lewis / Clare Lewis
	3rd	138	Barney Greenhill

Open Meeting May 1st - 3rd

Red	1st	184	Spud Rowsell / Kevin Drive
	2nd	167	Simon Gibbens / Andrew Reed
	3rd	154	Graham Pike / Tessa Pike
Blue	1st	19	John Smithers / Peter Hughes
	2nd	97	Andrew Wood / Imogen Wood
	3rd	155	Guy Rigby / Tom Crampton Smith

Open Meeting May 29th - 31st

Red	1st	183	Will Henderson / Jim Stone
	2nd	167	Simon Gibbens / Andrew Reed
	3rd	173	Malcolm Squire / Jonathan Britton
Blue	1st	28	David Jayne / Belinda Jayne
	2nd	19	John Smithers / Peter Hughes
	3rd	155	Guy Rigby / Tom Crampton Smith

Bucket & Spade Races

Red	1st	187	Andrew Savell / Elizabeth Savell
	2nd	172	Clive Jacobs
	3rd	171	Mike Whitehouse / Karen Whitehouse
Blue	1st	140	Savell
	2nd	97	Andrew Wood
	3rd	108	D Edmonds John Berry

Regatta Week

Red	1st	183	Will Henderson / Rob Henderson
	2nd	184	Frank Rowsell Julie Holland
	3rd	159	Dan Bridger Gail Bridger
Green	1st	181	Martin Beck / Cheryl Beck
	2nd	171	Mike Whitehouse / Karen Whitehouse
	3rd	158	Richard Gibbens / Glyn Morgan
Blue	1st	19	John Smithers / Peter Hughes
	2nd	98	Hywel / Jane Bowen - Perkins
	3rd	28	David Jayne/ Belinda Jayne
Gold	1st	123	Michael Garrett / Jaqui Garrett
	2nd	71	Julian Murch / Judith Murch
	3rd	89	David Swarder / Robert Swarder

Open Meeting September 18th - 19th

Red	1st	167	Simon Gibbens / Seve Reed
	2nd	154	Graham Pike / Tessa Pike
	3rd	173	J Britton
Blue	1st	19	John Smithers / Freddie Smithers
	2nd	97	Andrew Wood / Ross Borne
	3rd	161	Peter Stratton / N Hannaford

Autumn Series

Red	1st	159	Dan Bridger / Gail Bridger
	2nd	162	Charles Thompson Stephen Galvin
	3rd	185	Robert Hitchen / William Hitchen
Blue	1st	161	Peter Stratton / Nigel Hannaford
	2nd	28	David Jayne / Belinda Jayne
	3rd	138	Barney Greenhill



Robbins Timber yard in Bristol to select the ply for her decks as I wanted guarantee I would get the right pattern in the swirl of the grain. There are two different ways the Sepele is cut from the tree to give two different patterns, one gives a very straight and parallel pattern which normally is used on new boats and the other gives a very traditional pattern, lots of curves and swirls which looks great on older boats the trouble is no two sheets are the same. I wanted to get two veneers which had been cut off the tree one turned over before being laminated, this means they match, just in reverse of each other. When you lay a deck there is a central seam which divides the boat from fore to aft. Choosing the ply in this way means that you get a mirror effect coming away from the centreline and not two different patterns. I fitted her with spruce deck beams and perlings and then cut and laid the ply. After this I made and fitted the laminated round combing and breakwater, next



the raised side decks and shaped up the blocks at either end. I fitted mahogany rubbing strake and inlaid a white Ash strip to break up the dark wood. The reason for the outer layer of mahogany is that white woods such as ash and sycamore bruise if knocked, mahogany is much harder to discolour. While waiting for her new shoe and plate I pressed on with the varnishing and part of the fit out. It is now the end of February and I am waiting for the castings. Chris plans on a new suit of sails. The launch is to be in May.

This has been an ideal winter project. Next winter I will be available for the same period of time and will be looking to take on another job like this one, or a commission for a new boat.

My boat building life has been put on hold the last few years due to another business. I can get back to boat building every winter now which suits me. The new business is my wife's however it needs and is going to need a lot of my input. My wife Kate has been keen to get back to work as our children are getting more independent every year. We

looked at many premises in the south hams and found a cafe / licensed restaurant and take away on the front in Torcross.



Torcross Boathouse which was then called the Sea Shanty, at that time was in a poor condition and was in need of some serious attention to bring it up to date. It was a greasy spoon truckers stop which would have been more at home on an industrial estate not overlooking the sea on one side and Slapton Ley nature reserve on the other. Its location is amazing and one of the main reasons we went for it. In the first year, after completion we got the keys just before Easter, we had no time for improvements, Torcross promenade was soon packed with holiday makers. We had to develop some tough skin and survive this first year with staff and equipment not chosen by us. That winter I worked improving the restaurant, and the following summer went smoother than the first.

Through the summer we rent out our house in Strete to holiday makers and move into the flat above the restaurant. The flat above the restaurant is a huge bonus in that, living on the beach gives our two boys lots of old fashioned freedom, they both have Toppers on the beach and practice ready to take Salcombe by storm when the are a bit older. The restaurant and flat still has lots of work to do which we intend to tackle in the coming years. Our plan with taking on this restaurant was to get a beach lifestyle and an income to subsidise the boat building, which means I can take on what I really enjoy, yawl work.

As Torcross is seasonal it gives us the opportunity to close through the winter months, this enables us to spend time with our boys, I get involved with there rugby coaching and at there matches Katy cheers at the side line. Katy keeps busy on endless paperwork, painting and planning. Very importantly for me I have time to get back to yawl work.

Rob Hitchen

FROM BOATYARD TO THE BOATHOUSE

Winter 2010/11 I have had the honour of renovating Y52 Grenadier for Chris Warren. She was built by Jim Stone at Good Shelter in 1965 for Harold Paris.

He sailed her for many years before selling her to Stu Tyler. The third owner was Bill Crane who sold her to Chris. She had been well used over the years and was in need of a lot of work.

I started with removing her plate and shoe, the plate was stuck due to the swelling of rust, after much pushing and pulling it finally came out, then I burned her off. With a little help from my eldest son, William who is 9, we removed the deck making a careful note of her mast position in the deck and into the end of the centre box. Next out came the side seats and thwart, finally I removed the centre box, a difficult job as large screws about 12 inches apart run from the outside of the wood keel through the hog and into the box, these had crumbling heads with no chance of unscrewing. I used a Fien cutter (This tool looks a bit like a dermal multi tool, it has a small blade which cuts as if it were an electric chisel, it is great when other conventional saws wont work due to awkward angles) to carefully cut along the seam of the hog



and centre box and through the screws. After a few hours of careful cutting the centre box came away from the hog. I could now tap the screws out from the inside. Unfortunately the hog and wood keel were rotten around the edge of the slot so I made a jig and routed out the rot. I then fitted new mahogany which would make a solid platform for the new centre box to be glued and screwed to. As I had the old centre box at hand I decided to make her new one first. I used the old one to take measurements of points such as; pin position, where the slot for the mast located, and depth of the plate. I also put a template of her new Morrison plate over her old plate to work out the plates' centre of effort and adjusted the pin position accordingly, this needed to be thought about at this stage as such large alterations will effect her performance when finished (Lea and Weather helm). I made the new box but did not fit it at this stage as I wanted to prepare the inside for painting, it was easier at this bare hull stage than when with box, seats, etc. When sanding the inside I could to take a close look at the planking and work out where to scarf planks and where to fit whole ones. In total I replaced over a third of her



planking and I also replaced both sheer strakes. These were not in to bad condition but painted, to replace them with no deck on was a relatively easy job, varnished top planks always look great. I replaced eight broken ribs also. The total replaced rivets were 735, a good few days tapping! Next was replacing her transom. Using my fein cutter again I cut into the seam between the transom and planking. Very carefully I cut through the copper nails securing the planking, making sure I cut the transom not



the planks. After all these were cut the transom popped out and I could remove the nail heads, pushing them out from the inside, being very careful not to damage the thin plank ends. The old transom made a perfect template for the new one and there was enough of the edge left to get the bevels to make the right angles against the planking. I glued and nailed the new one in position. Now I undercoated and painted the inside and fitted the new centre box.. I made a new Thwart and side seats from the same dark mahogany Triston supplied. I travelled to



BLUE FLEET NEWS

Once again I can report yet another surge of interest in the Blue Fleet. Last year another six yawls reappeared out of the woodwork for racing and Blue Fleet entries were the highest they have ever been. Although I suspect sales of boats were down a few new owners did emerge despite the economic doom and gloom. Andrew Stirling and Steven Burton's Y74 is back in at Banger's for its 3rd rebuild in as many years. She was redecked by Banger two years ago but the plywood supplied was of a very inferior quality. After only 18 months it started to delaminate, yet Y22 and Y83's decks were also done that winter with the same batch of ply and they have remained in perfect condition. After lengthy negotiations with the timber suppliers they finally agreed to foot the bill for the new decks and have them fitted. Good luck Y74.

Y139 Swan reappeared back in Salcombe last year after an absence of some years. She had been turning heads at the Royal Harwich Yacht Club since about 2004. Roger and Gillian hope to sail her in Salcombe again in 2011. Chris Warren's Y52 has been completely rebuilt by Rob Hitchen with not a lot of the original boat left. She should be good for another 50 years. It is so good to see these old yawls brought back to their original condition. The old saying often comes to mind 'If God had wanted fibreglass boats he would have made fibreglass trees'.

The Salcombe Festival on 10th - 13th June this year is going to take on a slightly different approach than in recent years. A committee has been formed by Tim Street to organize a much more traditional event on and off the water i.e. a classic keel boat and dinghy event. To date we have 40 boats coming. There will be a series of short races in front of the town using buoy no. 123, but the highlight for the Blue Fleet will be to get 8 - 10 of the oldest yawls out, or basically any yawl built before 1965. At present we have Y1, Y7, Y14, Y15, Y16, Y17, Y19, Y20, Y22, Y25 and Y28. There is another Classic Committee meeting in March, then we will publish more details. I gather the whole Festival is going to change, far less of a pop concert on Whitestrand and returning to more traditional values.

Finally I would like to take this opportunity to clarify just where the true split or division in the Yawl Fleet should be, i.e. Red and Blue. In the winter of 1987-1988 the keel was laid for Yawl no. 141. Built for the late John Woodward she was completed ready for the Spring Bank Holiday Open of 1988. She was built to comply with the rules at that time. In July of that year 1988 Y142 was launched, she also complied fully with the rules at that time. The last yawl to be built to comply with those rules was Y143, built in the winter of 1988-1989. In the spring of 1989 an EGM was held to tighten up the rules. Y144 and any yawls after that number were built to the new rules. It is immaterial who designed them, any boat built from Y144 onwards is of a new design and, it could be argued, would have a better performance (?). What I find sad is that no yawl pre Y144 could ever be built again, because they would not fit in to the new envelope and the new designs. Perhaps this fact should be reviewed by our committee just to allow a copy of any pre Y144 boats to be built.

Good sailing to you all in 2011

Bill (Scratch) Hitchen

MORBIHAN MISSION

Back in the early 70s I had a brief dalliance with a charming Frenchman; Jean Jacques Dubrac. Why on earth am I mentioning it now? Well bizarrely he later bought our old Yawl 80 (which he is now threatening to rig with a metal mast) but again I digress. Some of you may remember his charming gesture at the AGM when he invited the Yawls to participate in the Semaine du Golfe. You may also remember the Pinneau aperitif.

Thus it fell to Sev and I to do a recce, which we did in October. Morbihan is in Southern Brittany about an hour and a half from Roscoff. The Golfe du Morbihan is beautiful, a fabulous sailing area with an amazing tidal race particularly near the entrance. This classic yacht regatta/rally is held bi-annually at several villages around the Golfe, the organisers are very keen to welcome the Salcombe Yawls, each venue hosts a party for the crews. It is all heavily subsidised by the French tourist board!

The principal town Vannes is a beautiful medieval city with some fabulous restaurants, a scrumptious market and a dizzying number of shops selling 'stripey' shirts! So far about 30 people and 10 yawls have booked to go. Quite a few are booked into Le Roof Hotel, others have rented a house nearby and some are in a gites a little further afield. We will be taking at least two ribs as support boats so there will be opportunities to view the racing for everybody. There are also lovely islands to explore which one can do by ferry and rented bikes. If you are still dithering have a look at the website or phone me for a chat. We want as many Yawls as possible bearing the red ensign and the SYC burgee.

Penny Reed 07789681147



RED FLEET NEWS

Regatta 2010

61 Yawls competed in the 2010 Regatta, of which 18 were in the Red fleet. Conditions ranged from light and tricky Westerlies to near "standard" South Westerlies. Tides were weak neaps throughout, with the early part of the week's racing taking place at or near low water.

The first race was sailed in one of the light and trick Westerlies, with puffs from behind regularly shuffling the pack. Richard Fulford-Smith and Stephen Page in Pas Encore judged things right on a couple of passes through the Bag and won comfortably from Will and Rob Henderson in Black Tern and Frank Rowsell and Julie Holland in Red Rooster. Days 2 and offered much the same, though sometimes with more north in the wind. Black Tern prevailed in Race 2. In Race 3 Dan and Gail Bridger in Astraea crossed early near the ferry and established a substantial lead which was never threatened. Red Rooster was second. Mike Webster and Sue Proudfoot in Lobster were third.

Race 4 was similar to what at Itchenor is called "the divorce course". In a strong northerly breeze and on an ebb tide the course was 7, 3, 7, 3, 5. Finish. Very hard beating for the crews. Frank and Julie nearly capsized on the first beat and fell back into the pack, but recovered to finish second again. Meanwhile Black Tern sailed clear to win. Graham and Tessa Pike in Olive Branch had their best result of the week with a third, whilst David Greening and Tony Wakeling in Spruce Goose also had their best result, finishing in fourth.

Races 5 and 6 were sailed in more traditional Salcombe conditions, with the wind more or less from the South West. Both races were won by Black Tern, with Frank and Julie swapping 2nd and 3rd places with Dan and Gail.

Overall results: 1st: 183, Black Tern; 2nd: 184, Red Rooster; 3rd: 159, Astaea; 4th: 163 Lobster.



GREEN FLEET NEWS

Firstly a big vote of thanks to the SYC Sailing Committee for the courage to add another fleet and start time for the Yawls, there is no question that it was a success.

The only issue that has now been resolved through the open debate at the AGM was the inclusion within the starting line up of Ys143,150,155 and 161, although it perhaps should also be noted that Guy and Richard Y155 did achieve a 5th place on Tuesday, Jane and Sue Y143 a 6th on Friday and Jon and Clare Y150 a 7th on Monday and Peter and Nigel's best result an 8th.

It is fair to say that the mix of conditions and courses throughout the week gave a true test of hard work, frustration and patience, elation and depression...in fact all the normal ingredients to a week of Salcombe sailing.

The windiest days saw capsizes, probably best not to mention who, but we all know who you are anyway, as well as some of the tidal times that eluded those who went aground...whilst I congratulate Robert and Geoff (Y165) for a very consistent Tues. 3rd, Wed 3rd and Thurs 1st, I did smile when they hit the mud just North of Saltstone, to let a few of us by.

The racing was wonderfully close and the spirit and banter between us was reminiscent of earlier days in my Yawl sailing career. It was refreshing to discuss the way to round the mark ahead to ensure no confusion or damage, whilst this is unspoken and predictable at the level above it helped ensure very little damage occurred, and I do hope that the spirit of this fleet will endure and be the norm. Congratulations to all those who sailed with a smile on their face...most of the time.

Testimony to the competitive nature of the fleet is evident when you analyse the results..From halfway up the week's overall outcome; the following all won races Ys 165, 162, 168, 171 and 181. The overall 3rd and 4th boats, namely Richard Y158 and Mark and Sarah Y148 achieved four second place between them, and Richard could well have won a race if he had not been told mistakenly that he had been disqualified!

The overall 8th placed yawl sailed by veterans in Y175 Trevor and Mervyn gained two 4ths and finished on joint points with Peter and Derek Y153 (two 5ths).

Overall it was yours truly, Martin Y181 helped with a variety of crew who just managed to squeeze ahead of Mike and Karen Y171 to win the week. By all accounts it means that the two of us are the most likely candidates to be invited up to the Premier League next year...but at least between now and then I can polish some silverware!

Martin Beck



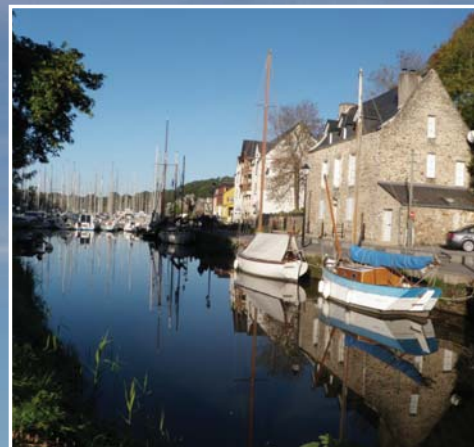
SALCOMBE YAWL EVENTS 2011

SAILING

Early May open meeting	April 30th - May 2nd
Late May open meeting	May 28th - May 30th
Pursuit race	July 10th (HW 1358 BST)
SYC regatta	Aug 7th - Aug 12th
Town regatta	Aug 15th - Aug 19th
Sea open meeting	Aug 27th - Aug 28th
September open meeting	Sept 24th
(HW 1611 BST) - Sept 25th (HW 1711 BST)	

SOCIAL

Yawl dinner at Cliff House	Sat 30th April
Golf	Fri 13th May
Chairmans drinks & Yawl supper at SYC	Sat 28th May
AGM and BBQ	Tues 9th Au



SALCOMBE BOATSTORE NEWS

FIRST THE BIG NEWS, GEOFF GILSON HAS RETIRED. After many years of service to the retail side of The Boatstore Geof has decided to leave the business and concentrate on finishing his house building. We would like to thank Geof for his efforts over the years and hope he finishes his house before his knees give up completely.

As a result of Geof leaving, there will be a slight change of jobs in the Boatstore. Ian Stewart (Scud) will oversee the running of the shop as well as the rest of the business. Dan will continue to run the chandlery. Emma will continue to run the sewing, cover making, sail repairing side, also the IT side. Ross will manage the workshop, boat repair, boat storage, repairside. Wendy will be our Friday girl, while Dan has a day off. Assorted parttime staff will help out in busier times. If you have a son or daughter at university who knows a bit about boats and they are looking for holiday work get them to give Dan a call. 01548 843708.

We will also be looking for some body to work May to September, full time, please contact Ian or Dan. Other things we will be doing are rearranging the inside of the shop, we have already opened up the window area. Increasing the number of specialist line we carry to include:- larger range of Douglas Gill dinghy products, including the very popular wetsuit hiking shorts, for Solo sailors who need to lean out (Chubby need not apply). Bigger range of Crewsaver buoyancy aids and life jackets, including their new 190 jacket, which is much acclaimed in the press. A second style of Dubarry boots much favoured by Ladies and a wider range of shoes. As well as increasing the fittings to reflect the change in boats generally.

As a result of these changes we will be having a bit of a clearout of old stock. We currently are having a **WELLY BIG CLEARANCE SALE** which has a mixture of wellies including some Dubarrys and Henri Lloyd leather boots at 20% off last years price.

- Antifouling has **10% off** plus 3 litres for the price of 2.5 on International.
- **HENRI LLOYD** last year stock **less 15%**
- **NAUTICAL CLOTHING** **upto 30%**
- **GUL DRYSUITS** from £300.00 plus a free woolly bear undersuit. Ideal for the hardy early sailors.

FINALLY and I hope you are not too bored yet, if there is anything we can help you with regarding your boating needs please give us a call.

Looking forward to hearing from you.

Ian Stewart

A SAILOR'S LIFE

"I have been checking you out on the internet" said a friend to me recently and I see that you went to a grammar school and so why did you become a boat builder?"

Since the age of seven I have been fascinated by boats. My father and grandfather were born fishermen in Exmouth but in 1950 my brother Brian built me a cadet from a bell woodworking kit that cost £37.10. The kit was purchased for us from Bristol Businessman Ivor Williams who did not have children of his own but became a sort of surrogate father to my brothers, by giving them an International 14 and National 12, to race at the Exe Sailing Club. The joy of watching my brother Brian build this Cadet (C956 Scud) and crewing Martin, another brother, were happy moments. In 1951 Martin went to Sea giving me the chance to helm at the age of eight. Somehow I managed to win the Festival of Britain medal at the Starcross Yacht Club 'at home'.

I lived in this Cadet, sailing almost everyday in the summer holidays; sometimes with a crew but often single handed. At the age of 12 I became the crew to my eldest brother in a National 12 (N539) which was one of the famous Holt 500 designs of the period. At the Burton Week I was overawed by meeting all the top helms of the time - John Oakley, Cliff Norbury, The Jandine Twins, Robin Stevenson, Brian Southcott, Barrie Perry, David Thomas and Alec Stone and Keith Musto. In 1958 Ivor bought a new Proctor VI for my brother Derek and he allowed me sail 'Arrow' if I maintained and refurbished it. During the winter I fitted new wide gunwales and scrapped the inside and outside down to bare wood, after 5 coats of "cerrux Fastnet varnish she was ready for the 1959 Season and I was able to sail my first Burton Week at Weymouth, thanks to Ivor who kindly trailed the boat there.

I took my O'levels that summer but I had made up my mind to start work as an apprentice to my brother Brian, who had started his own dinghy building business, in my Dads shed at Camperdown Terrace. My First Project was building an 'O.K.' dinghy a good single handed boat with a small fin type rig. Years later I built a Championship winning 'O.K.' for Chris Rhodes, who pushed the one design tolerances to the limit. In the winter we built a number of National 12's to the 'Uffa Fox Smuggler' design and by the spring of 1960 I felt skilled enough to build my first 12 to this design. To my amazement I finished in the top 10 boats at the Burton Cup Week in Torquay. I sold it and during the following winter I built another National 12 to the same design.

At that time about 20 Nationals were raced at the Exe Sailing Club and I did not compete in open meeting as we did not have a car. It was a surprise when we showed up at the Burton Cup Week in Plymouth winning my first ever championship race and finishing 2nd overall in a fleet of 200 boats.

During the winter of 1961 we built a traditional carvel built motor launch which improved my knowledge of the trade but made me realise that building racing dinghies was easier and more rewarding. We built a lot of National 12's in the next few years to owners all over the country and expanded our range to building two Merlin Rockets, in 1964. I teamed up with John Thomson who won the Burton cup the previous year and sailed one of these Merlins in the championships, but our result were poor and we finished

well down the fleet, overall. However, we borrowed a Proctor design boat, from Graham Pike and managed a result in single figures, which proved to us boat design was an important factor in boat performance. I wanted to build Merlins to Ian Proctor designs as we were adopting the class at Exe so I wrote to him seeking his drawings and he replied that he admired our standard of work but he already had an arrangement with Bob Hoare and Whyh and Coppock and Chippendale boats and they were not keen to assist another boat builder as competition. I was very disappointed but with hindsight this proved very beneficial to me as I sought out new talents in dinghy design which were eventually more successful than Proctors. By 1970 we had a full order book of Merlin orders and 1972 the first 10 boats of the championships were built by Rowsell Brothers.

During the 70's John Turner came to work with me and as a sailing team we had numerous runner up results in national championships winning the nationals in 1974 and 1978. Building Merlin's provided most of my work and by 1990 we had built over 300 boats.

In 1985 my brother retired and Phil Morrison joined me to form Rowsell & Morrison Ltd. By then we had achieved championships wins in the Cadet, Fire ball and 505 Classes. Following the success of 'Exmouth Challenge' a 53'0" trimaran designed by Phil Morrison and sailed to 3rd Place by myself and Mark Gatehouse in the 1982 & 85 Round Britain and Ireland Race. R&M built a few bigger boats; the biggest was the 60'00" Ostar single handed yacht 'Enif' built for Richard Tolkin.

In 1990 Graham Pike who had bought many Merlins ordered our first new full length Salcombe yawl. He named the boat 'Olive Branch' Y154 after my Dads fishing boat. Much of our knowledge gained from years of Merlin building was incorporated in this new yawl and raced by Graham and Tessa. She proved very successful and we finally built another 11 yawls to the MKIII Morrison design.

Following my retirement from business I decided to have some fun and help Kevin Driver to build a new Morrison MKIV Yawl 184 "Red Rooster". Phil now used a computer for this new design incorporating slightly firmer sections in the run aft from the mark III, Fuller bow sections but retaining the fine entry were employed. So the yawl was pretending to be 16'6" long.

By building the hull in Sitka Spruce and reducing the number of planks, by two a side, a significant saving in weight and wetted area was achieved. The reduction in hull weight was essential because the new full length centreboard was designed to weigh the max 100kgs!

I wanted to make all the spars as, although I had made 100's of metal spars, I had never made a wooden mast. Years ago I had liked the rig on Yawl 145, sailed by Malcolm Squire. At times yawls are over canvassed but this mast worked well in gust response and I noticed he was not fighting the rig like most other competitors.

It is easy to make a stiff yawl mast but making a mast that gives gust response and doesn't break is much harder. My first attempt I used on Y184 'Red Rooster' was too small in section but after several attempts I am getting closer to my aims. It has helped me to work with my sailmaker son Frank who also sails Yawls at Salcombe, who makes a number of sails for boats at the top of the fleet and is always of great assistance to anyone wanting to increase their performance. Contact him on www.rowsellsails.co.uk.

It has been a fascinating career full of interest and problem solving, enriched by meeting and forming long term friendships with great people.

Following my heart operation last summer I am now recovering and would like to thank everyone for all the thoughts and good wishes. I am now back to part time work and making a mast for Malcolm and Jonathan Britton.

Spud Rowsell



Launching of the Exmouth Grammar School Cadet 1955



Spud with Jack Lott, First championship race 1961 Burton Cup Plymouth



With John Turner 1978 (a good year! Four 1st prizes and one 2nd)

Photo by Sara Higgin