

exp!osures

The Photographer's Gallery

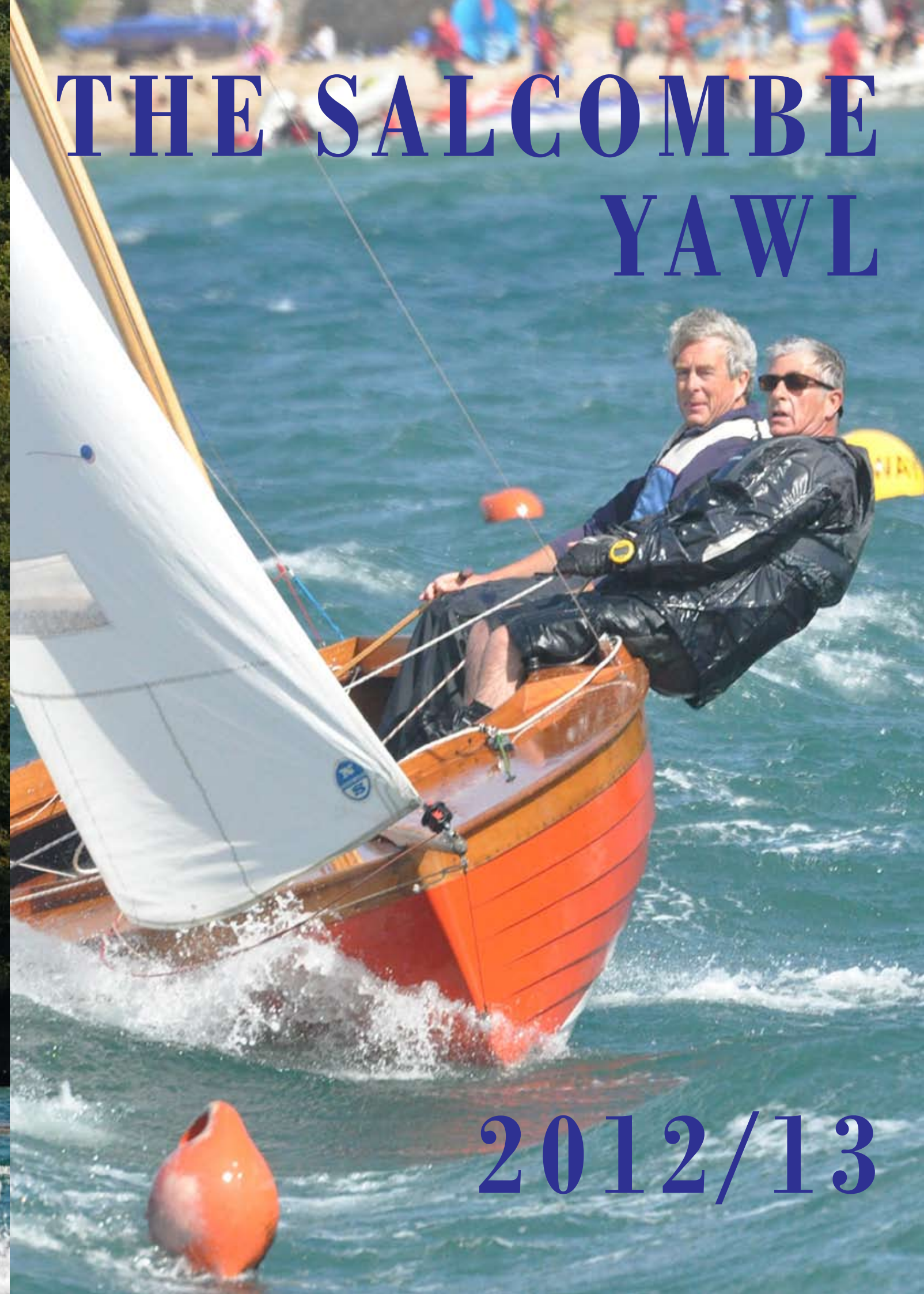


**Marine
Weddings
Commercial
Local Images
Family Portraits
And so much more...**

**Explosures
57a Fore Street
Salcombe
TQ8 8ET**

01548 842005
info@explosures.co.uk
www.explosures.co.uk

THE SALCOMBE YAWL



2012/13



PODGE PAINTING & VARNISHING

Will take you from one look to
another.

Island Street
Salcombe
07966 545389



BANGER BOATS

M G Clacy
Boatbuilding/Shipwright Services
The Workshop,
Gould Road,
Salcombe.
TQ88DU
Tel. 07976 586966
E-Mail – bangerboats@btinternet.com



FROM THE CHAIR



Ever the optimist, the weather will be kinder to us this year, I feel it. It was great to get out on the water for the Commissioning Race after what seems a very long winter. I'm looking forward to some more great days on the water.

It appears to have been quiet around the yards this winter so either your Yawls are all in good shape or you put them away and have forgotten about all those little jobs that you were planning on doing to make you go faster.

The sailing programme is pretty much as normal this year, I hope we can get the picnic to work this year, fingers crossed and a big thank you to Richard and Jude for the use of their garden.

The Mini Series is themed on the Americas Cup as it is this year's big sailing event - Seven races, dates on the web site with a match/shoot out race at the end, details yet to be sorted, and in the spirit of The Americas Cup only one winner, no second or third etc, also we are racing as one fleet with the handicap. There will be a steak supper after each race at the Yacht Club. It was a lot of fun last year and it would be great if we could see two or three more Yawls out for this event. So have a look at your busy schedules and see if you can squeeze in four races perhaps?

We will continue with four fleets in the Regatta as long as the numbers are enough for interesting racing. The feedback on the Green Fleet was positive, let's hope that by keeping it in, it will grow, and some of the older Red Yawls will come out and race too.

Without the distraction of the Jubilee and the Olympics this year, I'm hoping normal recreational activities can resume, so I do hope we will see more of you at the Opens and at Regatta week.

The Yawl dinner is on the Sunday 5th of May Bank Holiday Open. The thought here is to extend the social feel of the weekend and leave Saturday night

free for some serious partying and story-telling at the Yacht Club.

The Yawl Fleet that went to NonSuch Bay in Antigua seemed to have had fun, lots of good sailing in RS Elites and I suspect good partying too, all organised by Martin and it sounds like they are already talking about a return trip in two years.

The Baltic Exchange have asked if they can come and have another racing weekend - this was a great event lots of fun and helped to raise some good funds for the Yacht Club and the Lifeboat in the process. I will let you all know soon about the details and how many Yawls we will need. The pencilled in date at this time is October the 5th and 6th, not firm at going to press.

We have now bought the new digital scales, which makes it a one man job to weigh your Yawl - info on weighing to follow on the web site. The plan is to get as many trailers weighed as soon as possible and marked, and then weigh any boat that has not been weighed in the last five years.

I hope the rumour that I have heard that some Yawls are removing there correctors during the season as they think their boat is heavier with water ingress is not true. I'm sure no one would do that and it's just hearsay. John has said some words about this. Also again I must remind you that if you have had a new mast fitted it must get weighed and measured by the official Yawl measurer which is John - the yard saying it is measured is not good enough. You are responsible for making sure your Yawl is fit, safe and legal for racing.

Well enough said, I look forward to seeing you all over the forthcoming season and please if there is anything you would like to see happen in your Yawl activities get in contact, changes only happen if you make them happen.

Andrew Y74

NORTH SAILS -

A STORY OF EVOLUTION

The race winning North sails seen today are a story of evolution.

Designed originally by Ian Stewart and Adam Bowers (now Olympic coach, then of Relling sails)

Ian and Wendy came to Yawl sailing from other classes, where there was a much bigger range of sailmakers making for each particular class.

In the yawl fleet of 1990's there were only one or two sail makers and the sails were all very much the same. Set on very stiff masts the sails were very full and cut with a lot of luff round producing a very tight leech. a combination which made an already powerful boat a real handful in a lot of wind.

Ian decided to speak to Adam at Relling sails, with a view to making a more manageable sail that would perform in all conditions and be more manageable for lighter crews in a lot of wind.

Salcombe sailing in those days was, it would seem was much more pleasant, sunny weather, lighter breezes and a sea breeze from the south west in the afternoon.(ask Gibbo—favourite moan as it doesn't happen any more)

So we decided to optimise the rig for a force two to three and as the courses quite often involved a lot of short tacking against the tide, speed out of the tack was also important.

To achieve this a radical redesign of the current sails trend was needed.

Firstly the jib was made with a much finer entry, to both enable the boat to point much higher but also to enable quicker acceleration from a tack.

The mainsail was then looked at in some detail, out went lots of luff curve and in came broadseaming, the main drive of the sail was moved further back and the whole sail was made flatter. This made it much more manageable in all conditions and together with the flatter jib provided a sail that was very fast upwind and pointed higher than the much fuller shaped models.

The sail was also designed in such a way that if it was windy, by prebending the mast you could further flatten the sail and open the leech, thus making it much more manageable in a lot of wind. Conversely if the wind was lighter you could chock up your mast and the leech would close up and the sail would be more powerful.

All in all a much more all-round sail.

These designs were then committed to a disk, fed in to the computer cutter and produced.

One of the main advantages of an large sail loft is when you have a sail design on a computer, it is possible to make it exactly the same every time.

Relling sails made the sails for several years, and then decided to concentrate on big boat sails, so the designs were taken to North one design who were keen to take it on and produce the sails for the Boatstore.

As things progressed, it was felt a slightly fuller jib would be easier to read and give a bit more power on the longer beats, so the SJ-2 came into being and is now the most popular sail although those that can sail with the slightly flatter JZ-1 still enjoy its edge off the line.

There have been various attempts by North to try different shapes, always trying to improve things as theories progress.

There were a few fuller mainsails made for the larger crews amongst us, radial clews have come in, as have radial heads, the top of the sail has been rounded, but the basic shape retained its popularity.

A few seasons ago it was decided to allow full length top battens, which changed the characteristics of the sail, it originally being designed for a shorter top batten, also we seemed to be constantly battered by strong winds.

So, it was decided to completely change the top of the sail to try to make it more manageable, particularly in a lot of wind and at the same time have a full length top batten designed in, rather than added on, so we now have the ISM-2

This sail has again proved to be very good in all conditions and is the next step in the continuing development process.

The mizzen sail was not forgotten and the M1 is a simple flat sail designed to not interfere with upwind performance but to give as much drive down wind as possible.

All North sails are held on a computer and cut on a computer cutter to ensure they are identical to each other.

It is possible to use the main block of the sail to fit any configuration of jib fairleads or luff lengths, so do not be put off if you do not want to move your fairleads, just talk to Ian at the Boatstore and he will sort a sail to suit your boat or if you want anything more bespoke North sails are always happy to make specials again just talk to Ian.

I hope this gives a bit of an insight to the thinking behind what has been the most popular sails in the fleet for a long while, we always like to hear feedback and it is listened to and acted upon when required.

Do not forget your mast, a sail has to be set on a mast and there is a worrying trend towards, ultra light masts, which not only seem to break all the time but do not hold up a suit of sails very well if not set up very carefully.

Today's North sails are designed to set on a straightish mast up to a force three then the top section should start to flex to depower the rig, it is not good when your mast flexes like a bit of spaghetti as can be seen some times.

Again if you need some advice give Ian a call in the Boatstore



RED FLEET 2012

The rest of the country may look on 2012 as a special year but for me it will be memorable for wind, more wind, rain and more rain.

As for the racing, Will Henderson [183] took up where he left off last year winning the first 2 open meetings and the regatta in a pretty dominant fashion. Spud Rowsell [184], Simon Gibbons [167] and Dan Bridger [159] had moments of keeping him honest and even occasionally being in front but not to the extent of taking the trophies.

The Regatta was noticeable for being windy and rainy and being even more so on "Windy Wednesday". If anyone hasn't looked at the photos and the You Tube film, they should. For me the race was marked by the crash of falling masts [fortunately this year, not mine] and the fact that I didn't get a decent plane in the whole race. The wind was very gusty and I seemed to sail all the down wind legs in alternating flat calms and vicious swirling gusts. Spud Rowsell unfortunately finished the regatta on a bit of a low with a broken mast on Wednesday and a controversial [in his eyes anyway] OCS on Thursday which rather put paid to his week. Spud has not been seen since and Red Rooster is up for sale but despite his utterances I do hope we have not seen the end of Spud and he doesn't bow out on such a low note.

During the week, Richard Fulford- Smith had Molly Pike crewing for him and discovered, much to his surprise, that he goes a lot faster when all the f...s, b....s, and even the *....s are replaced by please and thank you. Or possibly he could see a pretty girl in front and was trying to catch up with her. Either way, it seemed to work.

Regatta also saw another outing for the green fleet, which although a bit on the small side at 8 boats, seemed to give some good and good humoured racing with Mark and Sarah Jephcott [148] coming out ahead of Richard Gibbons and Graham Murrell [158]. The green fleet seems to me to be a worthwhile idea and hopefully will encourage some of those who feel too shy to buy a red fleet boat to do so and then use it.

The September open had a rather low entry with more wind and rain. Sunday was rather bizarre with the race officer cancelling the morning race to allow the wind and rain to blow through. 159 was not only the only boat to turn out but by the time we got to the club, everyone else had gone home and I had to present the trophy to myself.

Club racing has again been dominated by Geoff Gilson [170] with Charles and Steven in "The Great Bustard" and 159 mostly keeping him company. Sightings have also been made of Martin Beck and family in 181 and even Scud and Wendy [169] when their catalogue of illnesses and accidents allowed.

Dr Dan Bridger Y159

GOLD FLEET

The Gold fleet had its fair share of good racing and again had their end of regatta supper in the Salcombe Coffee shop, Taylor Maid with her charter crew cleaned up so promotion to Blue fleet if Keith and Tim return this year.



YAWL SAILORS AT NONSUCH BAY



14 very lucky Yawlies plus Tim and Bernie Law made the onerous decision to leave behind the English winter and have a go at sailing RS Elites in Nonsuch Bay Antigua. The whole event was organised wonderfully by Martin and Cheryl Beck and sponsored by Red and White Wine of Kingsbridge (GOOD!) . A series of round robin races were organised by Martin in order to find the best 4 crews to contest the Final.

The rules were simple:- husband and wife crews, white sails only, and races consisting of upwind and straight downwind legs .

The wind blew a steady 15 – 20 knots, the sun shone and the beer was cold on the support vessel Coco. Races generally went according to plan and there was very little shouting (WELL DONE those helms!)

No particular crew dominated all the races but at the end of the series the 4 going through to the final were Tim and Bernie, Paul and Susie, Dan and Gail and Mike and Karen.

Unfortunately Susie had to pull out of the final due to sustaining an injury to her shoulder attempting a reverse dive off Coco. She hadn't done it for 25 years and one suspects wont be doing it for another 25! She has however made a full recovery and Paul was very happy to have The Ship of Totty for the final with Wendy and Sarah stepping into the breach.

The Final demonstrated some very close sailing throughout the 4 races. Dan and Paul winning one apiece but the victors with 2 races were Tim and Bernie.

A consolation race was held for those not making to the final and this was won in style by Scud and Wendy. Special mention to Steve and Lesley who showed some fine speed during the week, especially as Lesley has done little sailing in the past, they were unlucky and with more practice could be worth watching in a Yawl!



As a final flourish, Martin organised a series of 3 races, 3 up in the Elites, spinnakers allowed. Tim, Paul and Dan were the nominated skippers with the 4th being Marc Fitzgerald, skipper of superyacht Sojana who was specially invited.

Great fun was had by all, with some ace spinnaker handling, dubious gybes and very close racing at times.

1st race saw Dan, Mark and Gail first out of the blocks before being swallowed on the 2nd run and finishing last. The Sojana boys showed a good turn of speed to win by a mile. 2nd race saw a change of crew in Dan's boat with Gail deciding sunbathing was in order. Here place was taken by Steve, the added heft obviously doing the trick as Dan pipped Paul by inches on the finish line to win. The 3rd race was more to Dans liking. He got a flyer off the line was first around the windward mark gybed early and won by a Devon mile. He was pleased.

RESULTS 2 SAIL SERIES

| | |
|--------------------|-----------------------|
| 1st Tim and Bernie | 5th Scud and Wendy |
| 2nd Paul and Susie | 6th Mark and Sarah |
| 3rd Dan and Gail | 7th Martin and Cheryl |
| 4th Mike and Karen | 8th Steve and Lesley |

RESULTS 3 SAIL SERIES

| | |
|---------------------------|----------------------|
| 1st Dan, Mark ,Gail/Steve | 3rd Tim, Scud, Wendy |
| 2nd Paul, Martin, Karen | 4th Sojana boys |

Prize giving was, as to be expected and continuing the theme of the week, a raucous event. Cheryl very generously supplied prizes, no-one going home empty handed. Special mention must be made, however, to Mike who won ' Drinker of the week' and to Dan for 'Capsize of the week'

A first rate time was had by all and most excellent thanks are due to Martin and Cheryl for organising the event and being such great hosts, the lucky participants have some fab memories to sustain them through the rest of the winter!

Roll on 2015!



NEW SCALES

The Old Way



The New Way



FROM SALCOMBE YACHT CLUB



Welcome to the 2013 Sailing Season. We are hopeful that the following Rule amendment will mean all sailors pass well clear of moored boats!

Rule Update

Please give consideration to all users of Salcombe Estuary, especially non racing boats as there are many pleasure and commercial craft afloat who do not understand the racing rules

Please note the amended Rule 17.2 in this years sailing instructions is a Salcombe Harbour Accident Report form which, if required, we ask you to fill in and return to the Harbour Office yourself.

2.2 If you are in a Collision with a non competing boat whether it be underway or moored you must report the incident to the Harbour Office and fill out the appropriate Form.

If you hit a moored boat you must complete a 360 degree penalty turn. If you are seen to have a collision that is not reported with such a boat you will be disqualified from the Race at the Race Officers discretion.

Please consider that deciding whether it is safe for you to start or continue to race is for you alone, not for the people running the race.

Watch House & Safety Boats

We arranged watch house training days last year however they were not very well attended; so this year we hope to be more flexible to individual needs. if you are in Salcombe and would like to spend sometime in the Race box understanding what goes on please contact me so I can arrange for you to join the Race team on a suitable date for you. The tasks are not onerous but hopefully interesting and fun. So if you able to give some time to help the smooth running of the Watch House team please do so. We shall also be running specific Safety Boat training mornings

Guidance for Safety Boat drivers

- At all times ALWAYS wear a kill cord

- Always wear a buoyancy aid or life jacket
- Stop the engine when recovering persons out of the water
- Prevent injury from Prop-strike
- Please report to the office any faults you may discover with the boats promptly.

Salcombe Yacht Club Open Weekend June 15th-16th

An opportunity to bring your friends to SYC and to try sailing different Club Boats. We hope to have a sail past SYC after racing on the Saturday.

Wishing you all a good competitive and safe sailing season.

Y101

The Yacht Club has been offered Yawl 101 for the use of the members and their guests by Clive and Barbara Adamson.

As some of you may remember Yawl 101 used to be run by SYC. Now as you know Yawls need up-keep, I intend to support SYC in their efforts by doing some begging from you to raise some money, this may come in some fund raising schemes or just outright begging.

It can only be positive for the class spread the love.

As the Club Sailing Coordinator I have seen the positive effect that having suitable Club boats can bring to the life of the Club.

We are able to give opportunities to people to sail that don't have their own boat and in turn encourage new members. What will be really special about having a Club Yawl is that it will provide the opportunity for sailors of other classes the chance to try a yawl and hopefully in turn give a boost to the Yawl Class by providing more Yawl sailors. In giving Y101 to SYC you are contributing to the history of the Class so that this unique and special fleet remains strong in Salcombe. I hear Y101 has a special history, having been commissioned for the Club, and I will make sure that it is documented.

Jayne Morris SYC Sailing Coordinator

GREEN FLEET 2012

The Green fleet was small but very friendly with lots of banter between the boats throughout the course. It was a pleasure to sail with such gentlemen but that did not detract from the very close racing and no room was given when it could reasonably be avoided. Certain boats even took penalty turns even on their own accord which demonstrates the ethos of this fleet.

The week started with 3 different winners on the first three days. The second day being won convincingly by Richard Gibbons showing the fleet how it should be done. On day 3 Peter Thorning won yards from the finish, finding his own private breeze to pass 2 boats so close to the finish line. With the racing cancelled on the Wednesday, Thursday nearly saw another new winner in Martin Beck just getting beaten at the finish line after a very exciting tacking duel, and some close racing and place changes throughout the fleet. Rob Adams would have had an excellent result that day but tried to go through a wave rather than over it on the way to the bar buoy and Heather spent the rest of the day baling!

The overall result for the week was very close between Richard Gibbons and Mark Jephcott, and although Richard won Friday by a big margin, Mark managed to recover again yards from the finish to take second place from Ian McCormick by about half a boat length, to take the overall prize by one point.

The racing was normally very close with much opportunity for place changes and except on 2 days when Richard Gibbons disappeared over the horizon and left the rest of the fleet to compete for second best, the racing was typically close with everybody having a chance in the limelight.

I am sure we would all like to thank Geof Gilson for providing some excellent challenging courses and for giving up his sailing for the week, it was much appreciated.

Mark Jephcott Y148



BLUE FLEET 2012



I'm sitting looking at the view of Malborough from our house. It is cold but the sun is shining. In the north and east of the country snow is falling and causing the usual chaos on the roads and trains but I am thinking of what I need to do to our Yawl to be ready for the new 2013 season.

Our boat came off the water in October and we put it in the compound so that we could continue sailing until 1st January, should we have any favourable weather! Sadly the days the weather made it possible we couldn't make it.

After I had packed the boat away on its trolley in January, I walked around the compound to compare how others had their spreaders set up. I expected to find some small variations in spreader deviation but I was very wrong. Some boats had nearly 150mm of deviation from a straight line. I admit the rigs were not under tension and I was only measuring by eye but I think spreader set up could be an interesting topic of conversation in the post race discussion whilst sitting in the sun at the Yacht club with a drink in our hand.

Our boat stays afloat all season so it gets a few bumps and scratches during the week when we are not sailing. I will patch them up this year as I painted the top sides properly last winter. I also need to have a close look at the mast and rigging, to make sure that things like the screws fixing the spreaders are in place, and are all tight, as they tend to work loose over the season.

Other than that I think we will be ready to launch in early

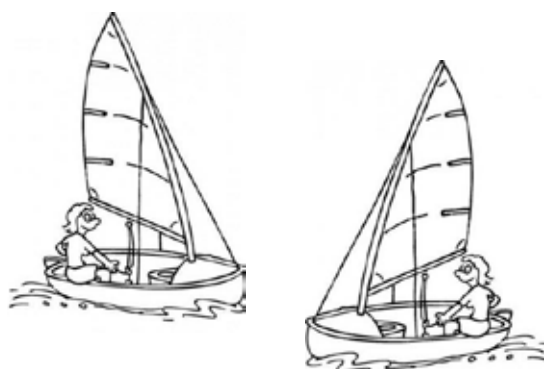
April and let's hope for slightly less wind than 2012 gave us.

During last year we had between 5 and 8 blue fleet boats out on Saturdays and six boats took first place (19, 61, 97, 108, 150 & 161) at some time over the three main series. I think this shows we have some tight competition within the fleet and I, for one, am looking forward to the start of this year's racing.

The Olympic Series has helped pull a few more boats out for Saturday racing and for 2013 we are going to continue the idea and have a Salcombe World Series with both Red & Blue fleets sailing under handicap. Come on all Blue fleet sailors. Why not join us.

All the pictures were taken on Saturday 22nd October 2011, if you want a digital copy please let me know.

John Lews Y150



Starboard!
I'm the
chairmans
wife it doesn't
count.

DATES FOR 2013



It's not bye-bye, its hello Malcolm. Thank you for all your good work .
Look forward to seeing out in the Yawl soon.

SAILING

| | |
|---|---------------------------|
| Early May Bank Holiday Open Meeting | May 4th - 6th |
| Late May Bank Holiday Open Meeting | May 25th - 27th |
| Salcombe Yawl Pursuit Race | Sunday July 21st 2.30p.m. |
| Salcombe Town Regatta | August 5th - 9th |
| S.Y.C. Regatta | August 11th - 16th |
| Sea race | Saturday August 26th |
| September Open Meeting | September 14th - 15th |
| Americas Cup Mini Series Sail & Socialise | |
| April 27th | June 1st |
| June 29th | July 13th |
| August 31st | September 28th |
| October 12th | |

SOCIAL

| | |
|--------------------------------------|-------------------------|
| Salcombe Yawl Dinner at Cliff House | SUNDAY May 5th |
| Sail and Picnic | Sunday June 30th |
| Tennis Day | TBA |
| Golf Day | TBA |
| Chairman's Drinks at S.Y.C. & supper | Saturday May 25th |
| A.G.M. and Supper at Cliff House | Tuesday August 13th |
| Supper at S.Y.C. | Saturday September 14th |
| Mini Series Prize Giving | October 12th |
| Weighing & Measuring days | TBA |



The Salcombe Yawl Picnic

Sunday 30th June

Will be held in Richard and Jude Murray's beautiful garden
HW 12.10pm BST 4.5m

Treasure Hunt

Start at 10.30am at the Watch House
You will be given instructions to find three bottles
of champagne hidden in the Salcombe Estuary.

We need to be moored up by 12pm, dinghies will be available to
take you ashore.

If your Yawl is not available but you are we will still let
you come, get a lift in a Yawl or motor.

So dust off your picnic set, chill the wine.
Fingers crossed for good weather.

Some 2012 faces





-THE-
SALCOMBE
BOATSTORE


~ Looking after all your Regatta needs ~
Dinghy Fittings, Ropes, Rigging, Wetsuits, Waterproof Clothing, Buoyancy Aids, Gloves

~ Boat Repair ~
Whatever the problem, During the Regatta
our priority is to have you sailing as soon as possible.

Island Street, Salcombe.

www.salcombeboatstore.co.uk Telephone: 01548 843708






-THE-
SALCOMBE
BOATSTORE
CANVAS WORKSHOP

Sail Repairs, Toe straps and Webbing, Covers and Cushions.
Supply and Manufacture of Marine Materials and Furnishings.

~ Emergency Sail Repairs ~
Keep your Regatta on course with the canvas workshop.
Offering emergency sail repairs throughout the week.

Island Street, Salcombe.

www.salcombeboatstore.co.uk Telephone: 01548 843708



Dennis Fulford-Smith

I would like mention the passing last year of Dennis Fulford-Smith who as I'm sure most of you know has been involved in sailing in Salcombe for many years, he was in later years a most welcome face on the slip way after a hard sail, some one else will need to learn how to drive the quod bike.

New Members

Adrian Bird Y16
Steve Walter Choski Y69

