

This year the class has proved as popular as ever. Four new boats have been added to the register and there has been a brisk trade in secondhand yawls. The Open meetings and the Salcombe YC regatta week, each attracted well over 30 entries and some excellent racing ensued. The Salcombe harbour authority has limited us to 40 yawls on the start line, so it is worth sending in entries in good time next year in case the magic figure is reached.

Much interest, and some controversy, has centred on Y141. Launched in May it was designed by Phil Morrison of Exmouth for its owner, John Woodward, and helmed by Simon Gibbens. By the end of the regatta week it was clear that Y141 was a very fast boat with an ability to point higher than others on a beat especially in a blow. It won 5 out of the 6 races. It again won the August Open meeting but by a narrower margin.

Results:-

- | | |
|------------------------|-----------------------------------|
| Salcombe YC Regetta | 1. Nuffin (Y141) Simon Gibbens |
| | 2. Choski (Y69) Jon Alsop |
| | 3. Swallow (Y114) Alec Stone |
| Open meeting | 1. Nuffin Y141) Simon Gibbens |
| (August 27th-29th) | 2. Artic Skua (Y142) Martin Payne |
| | 3. Topaz (Y78) Malcolm Squire |
| Crews race | Topaz (Y78) Ian Squire |
| Autumn Saturday Series | |
| | 1. Choski (Y69) Jon Alsop |
| | 2. Topaz (Y78) Malcolm Squire |
| | 3. Dipper (Y134) Mervyn Honey |

Lake Bala SC had a class for Salcombe Yawls in its Regatta Weekend in July, proving there is competition away from HQ. Six yawls took part in a long distance race and an open handicap event. The main prize was carried off by an invader from Salcombe, Mervyn Honey (Y134). They plan to repeat it next year, details from Bill Parker (Y92).

Social Events continue to be popular. The Annual cocktail party was well attended and a few days earlier over 50 members and guests sat down to dinner at the Winking Prawn, North Sands.

John Woodward organised a golf meeting at Bigbury on 2nd September. Twenty got out their clubs and Y107, crewed by Nick Walker and Peter Hodges, was the winning "boat"

Jim Stone Memorial. The Commodore of Salcombe Y.C. has written to us expressing the club's "warm thanks for so welcome a gift". It looks splendid hanging in the bar and "is a constant reminder of a man who was highly regarded by all and has strong claims to be described as the father of Salcombe Yawls".

£238 was raised - many thanks to all of you who subscribed. £203 was spent on the model and £35 on the brass plate. Nick Walker kindly printed a potted history of Jim and this hangs beneath the model.

AGM on 9th August 34 full members and 6 associate members attended to vote on the new constitution and revised specification.

1. Constitution. Up till now we have not had a formal constitution but relied on a series of propositions passed at previous AGM's. These have now been drawn together in a simple document. Points from it include:-

(a) only full members have a vote

(b) to race a Salcombe Yawl, the owner has to be a member of the Owners Association. He can authorise a non-member to helm the boat.

(c) the annual subscription will be due by 1st May.

2. Specification. In response to a motion at the 1987 AGM requesting the committee to revise and tighten the specification, the measurer presented his proposals. These were approved by the meeting but those relating to hull shape have been superceded by the motion passed at the Extra-ordinary General Meeting.

Of the proposals that still stand the most notable were:-

(a) SAILS: to retain the triangular shaped mizzen, a new clause has been added. The angle between bolt and foot ropes shall not exceed 90° nor be less than 80°. Also a quarter height measurement has been introduced for the main and mizzen sails.

(b) Paragraphs were introduced to prevent other unusual or undesirable changes. For example, drainage flaps on the transom, dagger boards, and excessively wide gunwales were all excluded.

Extra-ordinary General Meeting on 17th December. Out of a total paid up membership of 73, 31 members attended and took part in the debate and another 32 members voted by post. It was therefore an issue which attracted a lot of interest and a high "turn out". When the vote was counted 84% were for the motion which was therefore carried convincingly.

Some points that came out of the debate were:-

(a) Most members still wanted the Salcombe Yawl to be a family boat which is raced rather than allow it to develop into an out and out racing class.

(b) Members expressed their sympathy for the owner of Y141 who had commissioned it in good faith, but nevertheless felt it was too radical and that the motion must be passed.

(c) Members had no desire to ban Y141 and one solution proposed was that it should continue racing with a voluntary weight penalty. There was a precedent for this as Y61 had a 50lb penalty imposed on it when it swept the board in 1961.

(d) The table of offsets system of defining the hull shape was clearly explained by John Donovan, our measurer. He used slides to illustrate how Y141 differed from the tradition yawls and to show how an "envelope" could be drawn to encompass all the 7 yawls he had measured. The members approved of this method for defining hull shape as it was obviously a more subtle way than the simple measurements we have used in the past.

(e) Naturally the supporters of Y141 would have liked that design included in this envelope but, as already reported, the vote went against this. However some unease was expressed over the fact that the envelope did not encompass all the yawls that had been built in the past. Boats such as Y14, which was built to maximum rise of floor and maximum beam would not fit inside the envelope. Members of the committee pointed out that the measurer could not in the time available measure every conceivable shape and had selected a fair cross section which were currently popular. Furthermore nobody had asked for a boat to be built to the shape of Y14 in recent years and so, if the envelope was widened to include her shape, all this would serve to do would be to give more latitude (perhaps too much latitude?) to innovative designers to produce a much faster boat again. It was pointed out that if, after 2-3 years of operating this envelope, the concensus was that it is too restrictive, it would be open to the members to increase the tolerances.

(f) A selection of cross-sections giving examples of the shape of the envelope at different stations is attached for those who could not attend the meeting. These are only rough diagrams and the measurer will now draw these out full size and accurately on mylar sheets (these do not stretch like paper). The boat builders can then check their building moulds against them and see how much scope they have for minor variations. New boats will now be measured inverted.

Should a boat constructed prior to Y142 which has never been measured (and, surprisingly, there are quite a few of these) wish to apply for measurement then the old specification will apply, so that no boat will be excluded.

The Reg Phillips Trophy. This is a new prize for annual competition donated by Reg Phillips, a past owner. It is a fine $\frac{1}{2}$ model of his yawl "Stoned" Y120. Both Y120 and the $\frac{1}{2}$ model were built by the late Jim Stone. It will be awarded for perseverance and the winner will have to:-

- (a) Compete and finish in all 8 races of the two Open meetings.
- (b) Score the HIGHEST number of points.

People who notch up a DNS or who retire will not be eligible and only if a race is cancelled will it not count. By giving it to the person with the highest points, we hope to exclude the regular prize winners and reward someone in the middle of the fleet. Last year, wet and windy weather on one day caused many to retreat to the warmth of the clubhouse, so only a helmsman prepared to persevere would have won this prize.

Specification Following representations to the committee, two other matters which were voted on at the AGM are to be raised again at the 1989 AGM.

The first refers to the iron keel. It is impossible for the measurer to weigh this separately on the completed boat and it therefore seemed reasonable to agree to his request to delete this separate measurement from the specification. However, it is now apparent that there are unscrupulous people about who would take advantage of this to cast a heavier keel. If this was combined with a light weight wood for the boat, then the weight would be concentrated low down in the centre giving an advantage. To prevent this undesirable trend, an amendment to the spec requiring the iron keel to be weighed before fitting will be proposed.

The AGM also passed a resolution on forestays. This arose from a member drawing attention to the requirement that "the mast shall be supported by one pair of shrou and one forestay". He pointed out that some members using a furling jib dispensed with a forestay. This he considered less safe and to give an unfair advantage racing and when put to the vote his view was endorsed. However, despite a very windy season, no boats with furling jibs have come to grief and their protagonists have made out a strong case for retaining them. A proposal to the next AGM that forestays shall be optional would satisfy both sides and it would then be up to individual members dispensing with the forestay to ensure that their jib halliard is strong enough.

Do you pay too much for insurance? The writer's insurance came up for renewal recently and the firm he deals with have scrapped the "no claim" bonuses. The new premium asked was £106 (this includes an outboard engine). This seemed a steep increase so he called our tame insurance broker, Bill Van der Welle (Y135). He came up with a firm offering 15% "no claim" bonus and a nett premium of £80 which included a £1000 racing extension clause, an extra month on the water and an increase in hull value of £1500.

WANTED: Secondhand Salcombe Yawl either in racing condition or capable of being brought up to that standard. Apply to G. Pike, Blackberry Hill, Bettws, Abergavenny Gwent. Tel. 0873 890460.

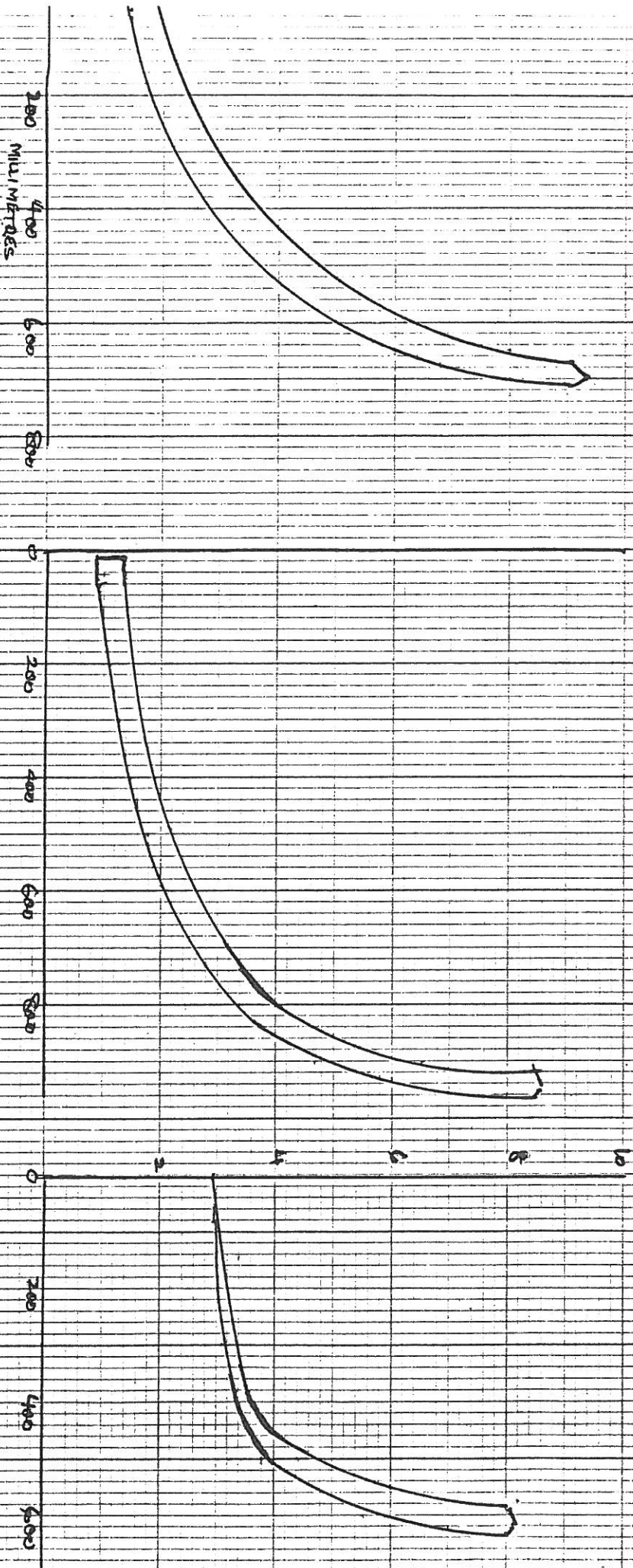
FOR SALE: Y31, damaged in storm Oct. 87 when it was lifted off trailer. 5 timbers broken on port side and some planks cracked. Spars and sails OK. Trailer roadworthy. £700 o.n.o. Apply to M. Delea, 3, Christopher Way, Emsworth, Hants. Tel. 0243 374427 (home) 0256 56144 (office).

The Chairman and committee wish you all a good season's sailing in 1989.

4 FT FROM STEM

8 FT (MIDSHIPS)

TRANSOM



EXAMPLES OF THE ENVELOPE AT THREE STATIONS. THE LINES OF Y69 Y110 Y114 Y118 Y123 Y140 Y142 ALL FALL WITHIN THE ENVELOPE. THE ACTUAL SPECIFICATION DEFINES THE ENVELOPE BY A TABLE OF MEASUREMENTS AT EACH OF THE EIGHT STATIONS. DRAWINGS LIKE THESE, BUT FULL SIZE AND ACCURATE, CAN THEN BE MADE AND PASSED TO THE BOATBUILDERS.

CORES OF THE FULL SPECIFICATION CAN BE OBTAINED FROM THE MEASURED, (£1 to cover cost)

JOHN DONOVAN, 60 SAFFRON PARK, KINGSGRAVE, S. DEVON.