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THE SALCOMBE YAWL



2013/14



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FROM THE CHAIR

I was very encouraged by the passion, knowledge and thought that went into the fleeting debate. We are a small, complicated fleet with good keen sailors who want to push the envelope (in all ways) as far as possible taking an old design to its limits. With high-tech sails, new techniques in mast construction, hi-tech paint finishes etc etc it is important that we find ways of accommodating this and other changes that will come our way in the future. Good solid data is one way of helping with whatever decisions need to be made. We now have the means to collect that data and keep it in one place for all to see. If we are all willing to do a few things a little differently. Your Committee's idea of trying a Merlin style Flight Race in Town Regatta this year, is one and racing as one fleet with a handicap on Saturday club racing is another. With the data accumulating we can take a look at what can be done to make for good competitive racing.

Alternatively, we could lock the design down so hard that what we try to keep things as they are and possibly stagnate!

So the more of us that participate in the future and help with collecting data and contributing your thoughts and ideas, the healthier and happier our fleet will be.

This year's Mini Series theme will be The World Cup. It would be great to get a few more Yawls out for this event. I have re-jigged the dates to try to coincide with other events and we will play it by ear with the organisation of social suppers afterwards.

SYC are installing a new computer system in the Watch House courtesy of Star Cross Yacht Club. This will help with timing of races, so there will be some new stuff to learn for those who run the Watch House. SYC will be organising training at some point, I'm sure.

Town regatta - we are hoping to run this as Flight Races with Judith and her team, like the Merlins do, this will be fun and it will be interesting to see what the results look like, so the more Yawls we have the better. We could do with a volunteer to help with Race Duty that week, especially if they understand the Flight system.

I would like to thank the Committee for their work and time put into maintaining the Yawl Fleet and a very big thank you to Allyson who holds the whole thing together and keeps everyone on their toes – especially me!

First race of 2014 - 8th March
Andrew Stirling

NEW MEMBERS

The SYOA membership continues to develop and I welcome seven new members to our little group, I hope personally to welcome you at the YC bar soon.

Steve Walter Y69
Nigel Hannaford (associate)
Charles Melville Y 92
John Rowland Y180
Andrew Ralston Y168
Peter Colclough (associate)
Chris Savage Y42

THE CLIPPER

A brand-new fleet of 12 identical 70-foot yachts is competing in the 2013-14 Clipper round the world yacht race. The race started on 1st September in London and the fleet is due back in London in mid-July, 10.5 months later. The Round the World race is 40,000 miles long, and comprises 8 separate legs and 16 individual races.

I was on the yacht "Henri Lloyd" for the first 2 legs, leaving London on September 1st. The actual race-start was down the Thames, off Southend pier, and the first race was a short sprint to Brest where we had our first stop-over. The second race was about 5,000 miles, from Brest to Rio. This took 4 weeks, including a frustrating week in the doldrums, and we finished this race in 3rd place. Leg 2 was a single race, from Rio to Cape Town, a distance of about 3,500 miles, which we covered in 2 weeks, earning 2nd place.

I left the race in Cape Town, but am due to re-join my boat for the final leg of the race, leaving New York in early June and returning to London in Mid-July, via Londonderry and Den Helder. In the meantime, the yachts, and the round-the-world crew, will have spent 7 months at sea, initially sailing the Southern Ocean from Cape Town to Australia, where they participated in the Sydney-Hobart race, and then on to Singapore, Qingdao, San Francisco, Panama, Jamaica and then New York. You will have noticed that the timing of this race works well for Yawl sailors, with the race starting just after the 2013 SYC regatta and finishing just in time for the 2014 regatta!



SOLD

Don't forget, If you have something for sale it does not just have to be a Yawl, it can be fittings, sails, masts what ever you have. Someone might need it. Just email over a picture, description and how much and I will post it on the website. Two yawls sold through the web site last year.



YAWL PICNIC

The Yawl Picnic was spectacular. We were very lucky with the weather. Things kicked off with a very simple treasure hunt, more Yawl owners turning up in their launches rather than their yawls which is fine. Thank you Richard and Jude Murray for the use of your garden.

This year's picnic will be on June 22nd which will be done a little differently this time. I will keep you posted.

2104 TOWN REGATTA

Town Regatta Yawl Racing August 10th - 15th 2014

This year we are planning to try something different - with all the competing Yawls sailing against each other in a Merlin week type regatta.

For those of you unfamiliar with this fleeting arrangement :-

The entry will be seeded into four mixed ability flights by a committee. The seeding should ensure as even a spread of ability across the flights as possible. In order to do this entries must be received early - by Tuesday 5th August. Flight lists will be posted on the Yawl notice board.

Each flight will be assigned a colour and ribbons will be issued to fly prominently to aid watchhouse and competitor identification. Please make sure you collect the ribbons from S.Y.C.

In Merlin week the two races take place morning or afternoon. Our 2 races will take place just 10 minutes apart. It is vital that competitors know which is their start time - as seen below this will vary throughout the week, and that competitors in the second race stay well away from the starting area until the first race has started. Hopefully the coloured ribbons will help establish that you have got it right!

In order to fit in the 6 races to make the maths work, we will have to fit in an extra race on the Sunday. Although you will be racing daily against the other members of your flight, you will sail against everyone else twice during the week. Hopefully this will lead to some exciting racing whatever your position in the fleet.

Schedule of Races:

Starting Times	first Yawl start	second Yawl start
Sunday	Red / Green	Blue / Black
Monday	Red / Blue	Green / Black
Tuesday	Green / Blue	Red / Black
Wednesday	Blue / Black	Red / Green
Thursday	Green / Black	Red / Blue
Friday	Red / Black	Green / Blue

There will be one discard.

PRIZES

Prizes will be awarded by the Town Regatta organisers.

YAWL FLEETING

Your Committee met to discuss the issues of the Yawl fleeting brought up at last August's AGM. Many members had registered their thoughts which were all taken into consideration at the meeting. The conclusions are as follows:

The different types of Yawl will generally be known as "Classic" boats and "Modern" boats. The split will be as at present with pre-141 and a few specific post-141 boats being classics. All others will be moderns. A definitive list of Yawls with their numbers and identifying whether they are modern or classic will be published on the website.

The thinking is that "Modern" and "Classic" describe the boats, while "Red", "Blue", "Green", "Gold" describe the races or series of races.

Red races will be open to Modern and Classic boats.

Blue races will only be open to classic boats.

Gold races will be open to Modern and Classic boats.

Regular winners of Gold races may be moved into Red or Blue races as appropriate for the next Regatta.

For the 2014 Yacht Club Regatta there will be Red, Blue and Gold series of races. If numbers in any of those fleets get too large there may also be Green races.

There will not be separate scoring for Moderns and Classics in the Red or Gold series. So, for example, if in a Gold race Moderns came first and third and a Classic came second, the first Modern would score 1 point; the classic 2 points, and the second Modern 3 points. Points would be aggregated over the week as usual with discards where appropriate. Prizes in the Gold Fleet will be awarded (i) for the series without distinguishing between Moderns and Classics and (ii) for the Classics in the Gold race series in the order in which they come in that series. So it would be possible for a Classic in the Gold races series to get prizes both for its overall position in competition with the moderns and for its position amongst the classics.

For the SYC Regatta 2014 the Gold series have been allocated morning starts, with the Red and Blue series in the afternoons. Therefore for the 2014 SYC Regatta a boat could enter both for the Gold series and for the Red or Blue Series. We would encourage afternoon crews to helm their boats in the Gold series in the mornings, but we would discourage afternoon Red or Blue helmsmen from also helming in the Gold series in the mornings.

Open Meetings: In recent years there have not been sufficient numbers of boats to justify three series of races for Open Meetings. Accordingly for Open Meetings there will be Red races (open to Moderns and Classics) and Blue races (open only to Classics).

For Saturday club racing there will be a single start for one fleet of Yawls, but with a handicap applied as between Classic and Modern boats. As with the Gold Fleet in the Yacht Club Regatta there

will not be separate scoring for Moderns and Classics in Saturday club racing, though the handicaps will be applied so finishing order on the water may not represent the score which the boat receives for the race. Prizes will be given for overall club series places based on handicap results. Glassware for overall 1st, 2nd and 3rd with cups for first Classic & Modern, then the overall winner will get a cup and glassware.

SYC are installing a new computer in the Watch House with a program given to them by Starcross Yacht Club which will make the timing of races much easier and which will automatically calculate the handicap results. This system will automatically feed the results to the RYA so as to ease possible adjustments to the handicaps annually.

For the 2014 Town Regatta, as an experiment, if it can be implemented, we aim to use a flight system similar to that used by the Merlin Rockets during Merlin Week. This will require us to race six races for each pair of flights. The proposal is to run the extra race on the Sunday prior to the Town Regatta week. It will be necessary to register early so the flights can be set.

As always these things are not easy and some of us will be happy and some not so, but a lot of thought by a lot of Yawl owners has gone into these outcomes.

SYOA DINNER

This years SYOA black tie dinner will be at the new Harbour Hotel on the 3rd of May, we all race to win, and getting left behind is not what we like, so can you get your, I want a ticket for the yawl dinner request in as soon as possible please.

At last years dinner lots of requests came in at the last minute and some were disappointed.

We had over 80 at last years dinner and it was great fun.



SEA RACE

Dan Bridger and David Jayne led from the start, to take the race from Charles Thompson and Alistair Morley who were closing in at the finish. Andrew Reed sailed Clive Jacob's boat into third place, while Andrew Wood led the classic boats home.

An enjoyable day was had by all and there was a general opinion expressed in the bar afterwards that there should be more sailing outside the harbour when conditions are better at sea than inside.

David Greening

Salcombe Yawl Red Fleet Race 1

1st	Y159	Dan Bridger and David Jayne
2nd	Y189	Charles Thompson and Alistair Morley
3rd	Y172	Clive Jacobs and Andrew Reed

Salcombe Yawl Blue Fleet Race 1

1st	Y97	Andrew Wood and Stephen Page
2nd	Y108	David Edmonds and John Berry

Salcombe Yawl Red Fleet Race 2

1st	Y159	Dan Bridger and David Jayne
2nd	Y189	Charles Thompson and Alistair Morley
3rd	Y172	Andrew Reed and Clive Jacobs

Salcombe Yawl Blue Fleet Race 2

1st	Y97	Andrew Wood and Stephen Page
2nd	Y108	David Edmonds and John Berry



CLASSIC FLEET

As I sit here writing this article contemplating the forthcoming new season, the thought of bright sunshine, light breezes, and summer evenings still seems a long way distant as yet another storm lashes the South West coast. The ferocity of the recent storms and the frequency seems to reflect the changing pattern of weather, and for those who have not been down recently for their South Hams fix will they find many changes to the local beaches particularly Thurlestone Sands, and Bantham.

Thoughts of a new season often lead me to consider my preparations for the season and how to find that missing speed edge. Is the missing ingredient new sails, rig, special paint for the bottom to get that all important finish, and yet I hear on the grapevine all that is needed for that all important finish in the Red Fleet is Dulux Gloss. Who would have thought it! Maybe a new crew perhaps a younger blonde model alas not many of those in the yawl fleet, and probably another distraction so I will have to persist with the old tried and trusted (apologies Stephen P)! The search for speed seems never ending and it is after all a combination of so many factors and while new sails undoubtedly may help, any gain may just as easily be lost by missing those all important shifts. The subject of new sails turned my thoughts to the importance of choosing a sailmaker that can provide support and help with the setup. It seems that many who buy new sails are seduced by the lure of a logo and assume that as soon as these are put on their yawl they will go faster, without considering that new sails are no better than the old without the correct rig setup. So local support for your sails and setup seems to me a logical step rather than buying some off the shelf package from perhaps a Far East supplier who has never been near let alone sailed a yawl or in Salcombe conditions. The ability to get support and work with your sail supplier during the season has to be a strong consideration otherwise the investment made in a new set may not be maximised in performance terms.

In seeking that improved performance I have presented my crew with his Spring training plan and he was surprised that it only involved 50 sit-ups, 100 press-ups (not the female variety), and one 5 mile run per weekend, for the next two months. Once completed that long lost six pack should be restored to its rightful position instead of the current one pack! We promise not to sail topless this year!

I was also interested by a recent discussion I had with that venerable Solo sailor Chubby who was telling me how important it was in a Solo to get the right centreboard which might cost considerable sums, but he insists the improvements in performance are significant, and I had naively assumed in the Solos that as a one design they were all the same. This again led me to wonder why there is not more experimentation with foils in the Yawl fleet in terms of weight, and shape, to suit crew and boat weight accepting the cost of changing expensive bronze plates. But this area

of development seems to be something that is rarely discussed when looking for that improved performance.

The new season promises much with I am sure increased activity across the fleet. John and Peter in Y19 remain the yawl to beat but I think the strong showings from Y132, 84, 140 all showed that Y19 will have to work hard to maintain their position. Hopefully we will see more newcomers to the fleet and look forward to seeing Y65, and Y34, and possibly Y28 out if David can be persuaded to face the challenge! Hopefully we will also see some more of the very promising cadets out on the water

showing us how to do it or hopefully they will move on to the Red Fleet to ruffle a few feathers.

Finally, I would like to offer my best wishes for a speedy recovery to both Geoff (lounge lizard) Gilson, and David Edmonds both stalwarts of the yawl fleets who will be missed this year. Best wishes and a speedy recovery to both of you and hopefully we might see you both back before the end of this year.

Woody Y97 Classic Fleet

THANKS

To all those who make our sailing enjoyment possible - Our Chairman, Secretary and Committee, the Yacht Club officials, Race Officers and assistants, Rescue Boat crews, anchor haulers and temporary flag pole holders!

MODERN FLEET

The return of a proper summer breathed a bit of life into the red fleet after a couple of rather quiet years.

In SYC club racing, the return of David Greening to the fold in 177 with Stephen Galvin crewing and the re-vitalisation of Charles Thompson in 189 with Alistair Morley assisting gave the latter half of the season a great boost with some very competitive races and some famous victories for 189.

Geoff Gilson and Chris S-C in 170 again won the majority of the series but we have had to bid farewell to Geoff for the moment as he has gone off to be overhauled and fitted with new knees. Dan Bridger crewed by Gail or David Jayne, depending on the weather, won all 3 open meetings.

The Yacht Club Regatta saw Paul Ellis crewed by various Ballantynes in 169 re-visiting his youth and winning from Will and Mandy Henderson in 183 with Simon and Seve in 167 3rd. Although the fleet was not the largest, it was very competitive throughout and there were not many who didn't have a high placing to count.

2014 is shaping up to continue the revival, with 177 promising to be out there and the threatened appearance of Martin Beck and Roger Tushingham in 181 on a regular basis. Hopefully a bit of a fleet will encourage some more boats to come off the boat park and out to race.

Dan Bridger

DATES FOR 2013

There may be some amendments so keep looking
Sailing 2014

World Cup Mini Series

1. April 26th Plus Weighing
2. June 21st
3. July 5th
4. July 19th
5. August 30th
6. September 6th
7. October 4th (this might move)

Opens and Regattas

- Early May Bank Holiday Open Meeting: May 3rd – 5th
- Late May Bank Holiday Open Meeting: May 24th – 26th
- S.Y.C. Regatta: August 3rd – 8th
- Salcombe Town Regatta: August 11th – 15th
- S.Y.C. Sea Race: Saturday August 23rd
- September Open Meeting: September 20th – 21st

Social 2014

- Yawl Dinner at the Harbour Hotel: Sat 3rd May
- Chairman's Drinks & supper, S.Y.C. Saturday May 24th
- Sail and Picnic Sunday: June 22nd
- A.G.M. & Supper, Cliff House: Tuesday August 5th
- Tennis Tournament TBA
- Supper at S.Y.C: Saturday September 20th
- Mini Series Prize giving: October 4th
- Weighing days: April 26th Boat Park, prior to this at Tristan's or by arrangement before you launch for the

BALTIC EXCHANGE RACING WEEKEND

The Baltic Racing Weekend had all the ingredients, the wind guru for Friday stating 30 knots of wind on Saturday, which did not materialise, phew! A great bunch of visitors, a very enthusiastic fleet of Yawlies, a very supportive team of helpers, a great dinner at the Winking Prawn, lots of drinking at the yacht club, and a very grateful Lifeboat crew.

From crash helmets to Paddling and a fun race with a Le Mans start off Fisherman Beach with crews hopping down the beach in what looked like bin bags, one of our Yawlies giving a Baltic guest a lift to his boat although he is normally not such a gentleman, my crew seemed to find the only hole in the beach and ended up dropping his charge straight in the water, bowsprit surfing for a great finish that might catch on.

We did get some good racing in, with prizes not just going to 1st, 2nd, 3rd and for the last as well, the inevitable silly dressing up at the Winking Prawn, I was desperate to get our token Solo participant in some kind of compromising situation but he behaved impeccably totally contrary to what I had been lead to believe.



A SHORT HISTORY OF THE ENVELOPE

Was it really 23 years ago, that one of the most revolutionary yawls built was launched? In its first season on the water, Nuffin, Y141, sailed by Simon Gibbens and crewed by John Woodward was just about unbeatable.

In the previous 50 years the hull design had slowly developed, but now we suddenly had a revolutionary design from the drawing board of Phil Morrison. Panic. Would this mean the demise of all previous designs, would the second hand value of Yawls plummet, would this mean that there would be two fleets (pre and post 141)?

The rules at that time only had few controls on the hull shape, being, overall length, and beam, height of stem and transom and rise of floor and freeboard at amidships.

I was called in to help the committee decide on a course of action. The main problem was that no one actually knew the shape of the Yawl; neither did we know how much the shape varied from builder to builder, so it was impossible to compare the developed Salcombe and Bantham shapes to the new design from Exmouth.

Time invariably moved to the start of winter and the committee decided that the starting point would be, to accurately measure a selection of the newer Yawls from the various builders, so that we at least would have some idea of the shapes. The Yawls chosen (partly because they were available to be measured) were 69 (Peter Taylor), Y110 (Hugh Cater), Y114 (Alec Stone), Y118 (Dave Gibbens), Y123 (Mike Atfield), Y142 (Mike Atfield), also the plans of Y141 were kindly sent by Phil Morrison to avoid having to measure the boat.

The next problems were how do you measure a yawl and how frequently should the measurement stations be. The answer to the first problem was that a Yawl shape is quite similar to a Solo, just bigger and heavier and I had been measuring Solos for 20 odd years. The second problem, as the hull was 16 feet long, to measure every 4 feet could have missed some important information, we decided on every 2 feet.

My thanks must go to the many helpers who aided me during the winter evenings measuring the Yawls and also especially to Nick Rowell for the use of his buildings and fork lift truck. From the raw data, the first impression was although different builders produced the hulls at different times they were all remarkably similar. Later I was able to produce an 'envelope' into which all the Yawls measured would fall. At the time we did not consider measuring early Yawls, as this would have increased the workload to an unacceptable level, for little gain, as nobody was building or wanted to build an old design.

At the EGM held in the spring of the next year, I was able to produce graphs of the 'envelope' at the eight measuring points with the hull shape of Y141 superimposed. This showed that the underwater shape from the transom to amidships was remarkably similar to the existing designs; only from amidships forward was there any major alterations.

So that's it, now you know why we have so many measurements, the hull shape is quite tightly controlled, maybe now is the time to open up the envelope, or reduce the number of measurement stations. We however must not forget the worries that the members had 23 years ago when 141 appeared on the start line and sailed over the horizon.

John Donovan

The envelope drawings are on the web site.

YAWL TENNIS



We are very lucky to have Bill driving the quod bike in the boat park, he is a very welcome site after and hard sail, so a big thank you Bill.

DRAFT 5 YEAR RE-WEIGH / CLARIFICATION RULE

Following the AGM last Year and the proposed rule change, here is the draft proposal drawn up by Will Henderson.

Any comments should be sent to the secretary no later than one month before the AGM, the voting on this rule will be held at this year's AGM.

The suggestion is to add the words in *italics* to the opening part of rule 13, so that it reads:

13. No boat shall be entitled to race as a Salcombe Yawl unless **(i) it complies with this Specification;** **(ii) the owner holds a valid certificate issued by the Salcombe Yawl Owners' Association and (iii) it has a valid weight record.**

Add new 13.4A, 13.4B, 13.4C, and 13.4D as below:

13.4A A weight record shall be made in signed writing by the official class measurer or, when so authorised by him in writing, by his deputy, when one of them weighs the boat and it complies with rule 3.

13.4B A weight record shall include the following information:

- (a) The date of the weighing which it records.
- (b) The weight of the hull as weighed in accordance with rule 3.1.
- (c) The certified weight of the centre plate.
- (d) Whether the boat as weighed had any correctors in accordance with rule 3.4, and if so the weight of those correctors.

13.4C A weight record shall be valid from the time of the weighing which it records until the first to happen of the following events:

- (a) The expiration of 5 years from the date of the weighing which it records.
- (b) Any change to the weight of the centreboard (excepting any change caused by painting or re-painting it).
- (c) Any change to the correctors (if any).
- (d) Any change to the hull (whether by way of repair, maintenance or otherwise) which reduces the weight of the hull.
- (e) Any change of ownership of the boat.

13.5D The person making the weight record shall (i) send the original to the class secretary and (ii) retain a copy. The class secretary shall cause the information contained in the weight records received by her to be made public in such way as the Committee may from time to time direct.

WEIGHING DAY

Yawl weighing and general checking will be done this year.

April 26th is weighing day for some, you will be notified, we will be working with Stone's Yard as well as doing it in the boat park, a new spread sheet has been prepared and this will keep a track of who and when each Yawl has been checked at when it needs doing again. It's all part of keeping data up to date, this will be kept on the web site.

THE QUAD



We are very lucky to have Bill driving the quod bike in the boat park, he is a very welcome site after and hard sail, so a big thank you Bill.

RESULTS

Early May Open 2013

Blue Race

- 1st Mudlark Y84 John McLaren and Anne McLaren
- 2nd Blue L'eagle Y150 Andrew Wood and Various
- 3rd Heron Y19 John Smithers Peter Hughes

Red Race

- 1st Astraea Y159 Dan Bridger and Gail Bridger
- 2nd Olive Branch Y154 Graham Pike and Tessa Pike
- 3rd Another Dilemma Y173 Malcolm Squire and Various

Late May Open

Blue Race

- 1st Frigate Y132 Anthony Lofts and Allyson Lofts
- 2nd L'eagle Y150 Jon Lewis and Clare Lewis
- 3rd Mudlark Y84 John McLaren and Anne McLaren

Red Race

- 1st Astraea Y159 Dan Bridger and Gail Bridger
- 2nd Shag Y167 Simon Gibbens and Andrew Reed
- 3rd Red Rooster Y184 Frank Rowsell and George Lane

September Open

Blue Race

- 1st Sandpiper Y98 Peter Ballantine and Tom Morris
- 2nd Saraband Y97 Andrew Wood and Henry Wadley
- 3rd Frigate Y132 Anthony Lofts and Allyson Lofts

Red Race

- 1st Astraea Y159 Dan Bridger and David Jayne
- 2nd Lobster Y163 Michael Webster and Peter Brewer
- 3rd Great Bustard Y189 Charles Thompson and Alistair Morley

SYC Regatta

Blue Race

- 1st Heron Y19 John Smithers and Peter Hughes
- 2nd Mudlark Y84 Peter Colclough and Sue Colclough
- 3rd Frigate Y132 Anthony Lofts and Allyson Lofts

Gold Race

- 1st Tern Y24 James Mead and Paul Rumble
- 1st Mandarin Y105 James Simpson and Christopher Simpson
- 3rd Blue Tit Y49 Bill Fellows and Richard Pullan

Red Race

- 1st Rum Tum Tigger Y169 Paul Ellis and Simon Ballantine/Wendy Stewart
- 2nd Black Tern Y183 Will Henderson and Rob Henderson
- 3rd Shag Y167 Simon Gibbens and Andrew Reed

Yawl Mini Series

- 1st Dan Gail Bridger

Town Regatta Results

Red Fleet

- 1st Will and Mary Henderson
 - 2nd Frank Rowsell and Charlotte Coleman
 - 3rd Clive Jacobs and Crew
 - 4th David and Josie Greening
- Boat Store Trophy – Rob Adams and Crew

Blue Fleet

- 1st Andrew and Elizabeth Savell
- 2nd Anthony and Rosie Taff
- 3rd Guy Rigby and Richard Murray
- 4th Andrew Wood and Imogen, Sophie & Isabella



'IT'S CHEAPER TO HIRE THAN TO BUY' Y61 TAYLOR MAID

Arguably the fastest Blue Fleet boat ever built, Taylor Maid was launched in the summer of 1967. Built by Peter "Bungy" Taylor she was the Y141 of her day. Things had to change: she won almost everything for the next eight years until her then owner, the late Roy Hall, took her up to Chichester for a few years to give the others a chance.

She is now offered for hire right throughout the summer, on Saturdays, Open Meetings and Regattas, to be dry sailed. She is in top racing trim with new sails built specially for her extra bendy mast. To experienced helms only!

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