

the salcombe yawl

THE MAGAZINE OF THE SALCOMBE YAWL OWNERS' ASSOCIATION

www.syoa.co.uk



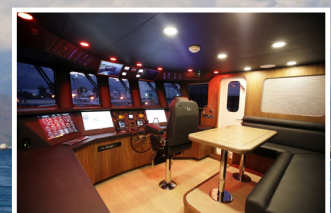
Y
2020



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FROM THE CHAIR

The Yawl Fleet continues to be in very good health, with the momentum from the last few years continuing through 2019. There has been high quality racing for all the fleets and the social programme is well supported providing a great opportunity for everybody to come together off the water.

2019 has seen good participation in all the Open meetings and in particular the SYC regatta where Yawls made up over 25% of the total entry for the week. The Red, Blue and Gold fleets provide an opportunity for owners to compete at all levels and ensure anyone buying a Yawl can find good sailing in a welcoming and friendly environment. Our relationship with both the Yacht Club and the Salcombe Harbour staff are vital to the enjoyment we get from our sailing and racing and we thank them for the support and help they give in so many ways.

Of particular note is the number of very experienced and successful sailors from other fleets who have taken part in the racing this year, bringing welcome new faces and some added variety to the fleet. It was a shame that Regatta week racing was so curtailed by the very strong winds. There have been a number of boats which have changed hands and we are delighted to see this happen. We welcome them all and hope they enjoy both their sailing and the social side and so encourage yet more people to join.

The social side has seen a wide variety of events, which have been very well attended, with a highlight being the ABBA tribute night during Regatta week. The variety of costumes was a delight crowned by a splendid pair of platform heels worn by one of our committee members! The 150th anniversary of the Salcombe RNLI was a fantastic event and a fitting tribute to a wonderful institution. The trip to Venice in October was a great success with one of the highlights being an afternoon of Gondola racing on the lagoon.

I would like to register my thanks to the Committee for all their hard work over the year, and in particular to Andrew Reed for his four outstanding years as Chairman. When he took over the fleet faced a number of challenges but those have been addressed successfully, and we are in a much stronger position than when he started.

Looking forward, the committee's objective is to encourage greater participation across all the fleets and to continue to attract new people into the class. Two consistent themes emerged from my initial conversations with members - the severe shortage of places to keep



boats, both on moorings and in the boat park and a desire to have a smaller rig so that greater use can be made of the boats in heavier weather when many people feel that the boats are overpowered. Storage is an issue which will not be easily solved, but I raised it with the harbour office at my meeting with them and they are keen to work with us and SYC to try to find a solution. The committee has debated how having an official "maximum size" smaller rig might work and this is being followed up. In addition, with the number of new boats now being built having stalled it is even more important than ever that we find ways of encouraging cost effective maintenance of the currently active boats and encouraging the restoration of those not in use so that they return to active sailing. We are rightly proud of our history as a traditional wooden class and wish to continue this while recognising the need to be open to anything which will help us continue to flourish without negatively impacting that heritage.

At the time of writing we seem to have had months of seemingly endless rain and storms. I trust that by the time people read this spring is with us and thoughts have turned to getting boats ready for the new season in the hope of fair winds, plenty of sunshine, enjoyable racing and lots of fun on and off the water.

Finally a reminder that if your boat hasn't been weighed for 5 years or you have had significant work done on it then it should be re-weighed!

Best wishes to all,
Jonathan Britton, *Chairman*

Hon Secretary: Allyson Lofts

Hon Measurer: John Donovan

Committee Members

Jonathan Britton (Chairman) Y173

Dr Mike Whitehouse Y171

Michael Knowles Y15

Graham Pike Y154

Andrew Stirling Y74

Photographs contributed by Exposures of Salcombe (01548 842005) and Association members.

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VENICE TRIP 2019



SYOA have a long and distinguished history of travelling to regattas. Cork, Morbihan, St. Mawes to name but a few. The rigours of trailing our precious boats can make things difficult so we needed another avenue for competitive partying. Having spent some time in Venice and having been in awe of the gondolieri's skills, gondola racing seemed an obvious choice. October 2018 saw Mr. and Mrs. Ballesteros, clipboards to hand, investigating options for the final jolly of my chairmanship. After three days of looking at accommodation we almost gave up as various combinations of apartments were getting over complicated. A chance remark to an agent at an opportune moment led to our discovery of Palazzo Loredan. A bit of a shot in the dark since we couldn't access the interior of the Palazzo but it had a water entrance on the Grand Canal and an exquisite façade.



We paid a whopping deposit and crossed our fingers that the yawlies would feel as enthusiastic as we did.

October 2019 and 35 yawlies plus a few children that happened to be in Venice for the Biennale rocked up to the Palazzo Loredan all arriving in some style. Those that had arrived early prepared a party for the main group. Fuelled by quantities of local wine carried in backpacks through the alleyway, the Palazzo lent itself to silly games from progressive ping-pong in the enormous Hall to dodgy charades in the exquisite Salons.

The first day was allocated to gondola rowing lessons in the quieter canals of North Venice along with eating drinking and sightseeing. Saturday saw the menfolk retire to an Irish pub to watch the England Argentina rugby match whilst another group went to the Rialto markets to buy food for the evening party.

There were 3 racing gondolas with their professional helms and 3 of us in each boat. There were 3 other spectator boats for the rest of the group. We went to a





deserted island in the lagoon where there was a pontoon. Teams were chosen for the race heats. Those having rowed from Venice had a distinct advantage of more practice. After the heats we went to a grassy area on the island to have prosecco and nibbles. The final was then a race back to a pre-determined finish line before reaching the shipping lane! It was a close run affair, but the crew of Sue Lennox, John Smithers and Scud narrowly beat Jonathan Britton, Pete Hughes and Jock Lennox.

Bellinis and canapés watching the sunset from the roof terrace started our celebrations that was followed by a delicious meal of turbot and seabass expertly cooked by James Simpson and Jane Panahy. Perfect fish for 36 people was some accomplishment!



The team spirit behind this fabulous collaborative dinner was a highpoint of the trip we all got to know each other much better and everybody enjoyed mucking in.

Sunday was an opportunity to explore the islands of the lagoon, lunch was arranged on Mazzorbo where the wild duck pasta was memorable. That evening was spent in restaurants near the Palazzo or finishing up the leftovers from the night before followed by more party games.

Monday was a free sightseeing day and all split up to do their own thing and make their way to the airport for their allotted flight time.

Special thanks go to Row Venice for organising the gondola rowing. They were extremely laid-back and efficient and truly understood our requirements. The Palazzo it was outstanding. It provided a great centre for a large group with two spectacular grand salons. It was arranged in six apartments all of which could be booked separately but all accessed through one main front door. The bedrooms all varied in size so it was quite tricky to arrange appropriate accommodation for the group but it all seemed to pan out to suit everybody's needs.

Well worth a return trip at some stage.



There is no better depiction of Salcombe as the spectacle of the yawl fleet against the backdrop of the estuaries shoreline. Despite the bad weather often hampering this in 2019 we look to continue to support and facilitate all dinghy sailing during both the Saturday dinghy series and the event weekends or regattas. We appreciate the yawl fleet make up a large proportion of attending craft at varying levels of experience and are proud to try to help the Yacht Club in its efforts to increase participation and accessibility to the class.

We look forward to seeing you all afloat.

Cameron Sims-Stirling
Harbour Master
Salcombe Harbour Authority

ABBA TRIBUTE BAND



Here we go again (well at least we went again) to Cliff House for a further opportunity for the Yawlie crew to dress up and make fools of ourselves.

We had some splendid dancing queens (sadly Lobster couldn't make it - possibly away with Fernando!) and the usual super troopers, as old friends do, when all is said and done, we had a blast.

Again Sev and I took a chance on Abba's Angels and for not too much money, money, money; we had a terrific tribute band to whom we say thank you for the music.

Knowing me and knowing you a special thanks goes to Sue Colclough who had a dream and suggested an Abba tribute. We didn't want to slip through her fingers, following on from our fun evenings with the Fab Beatles and the Beach Boyz. Sev and I had our Waterloo and a wonderful evening.

My mother is aware that the day before you came my white plastic thigh boots arrived from Amazon. There were some stunning outfits. Heather Adams was beautifully disguised; Helen Britton looked

amazing in her snakeskin cat suit. Mike and Karen Whitehouse took their flares to the floor in spectacular fashion. Moira Greening was a very elegant Agnetha. Our new Chairman accessorized his white nylon suit and dodgy wig with his new chain of office. Sue Smithers wins the prize for the highest platform boots whilst Sue Squire was making angel eyes when Malcolm kissed the teacher.

Partying hard was the name of the game but it was back on the water the following day for the winner to take it all again (Will Henderson).



Mrs Ballesteros



New Members 2019

Nick Jackson	Y165
Hamish Stewart	Y100
Rob Hitchen	Y185 rejoined
Toby Strauss	Y 116
Steve Wynne	Y43
Andrew Ireland	Y75
Sean Owen	
Ossie Stewart	
Charlie Newsome	Y16
Nick Richardson	Y28

SALCOMBE YAWL STIFF MAST SAIL DEVELOPMENT



The process from North Sail's perspective started when Richard Whitworth got in touch to say he had a client with a potentially stiffer than usual mast on his Salcombe Yawl and could we make a mainsail to suit it?

First we needed some information about how much stiffer this mast was than a "standard mast". Being wooden masts there is naturally a bit of tolerance in the bend characteristics between them and our standard mainsail design is balanced between broad seam and luff curve so it will fit a reasonable range of mast shapes. There are two ways to put shape into a sail: the curve of the seams between panels (broad seam) and the curve on the luff which gets pushed into the sail by the mast (Luff curve).

In the past we have measured some Salcombe masts with a range of static weights hanging from them to create a small database of information. This is a good starting point for a sail design and is certainly useful for comparing between masts. However it is difficult to translate between static weights hanging off a horizontal mast to dynamic sailing loads in varying conditions.

The result from this mast was quite surprising! As we later learned the concept when this mast was made was to try using it without spreaders, so

it was made stiffer (and heavier) than usual. Although that experiment has ended the client was still left with a very stiff section, about 72% stiffer with the static load! That meant we were looking to take out a huge amount of luff curve.

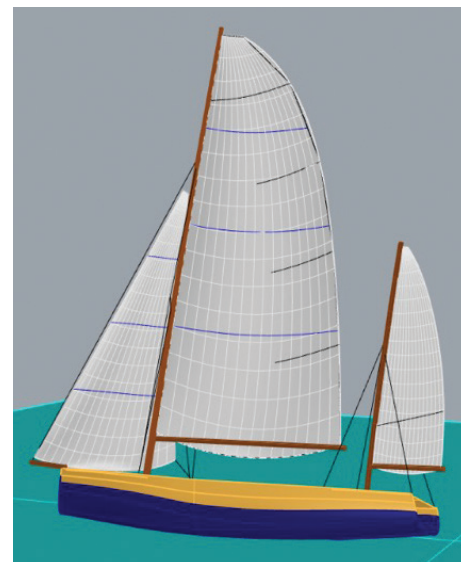
Because this was to be such a significant change we decided to take the opportunity go back to square one and look again at our mainsail design concept. Sometimes when a sail is developed a lot through multiple iterations (and this is particularly the case with Dacron panelled sails) you are refining particular areas of the sail to achieve the desired effect:- a bit deeper down there, change the entry angle up here, less twist in the mid leech... and it can go on.

After a while you have a sail that is doing what you want, with the shape in the seams that you want, but the design input has become a little unfair. That is not necessarily a big problem on a small One Design sail that is relatively deep with large changes of camber throughout, but my colleagues designing large race yacht sails would be dismayed to see the 'virtual' curves produced. With the very high modulus fibres used in those sails, what you design is much closer to what you end up with!



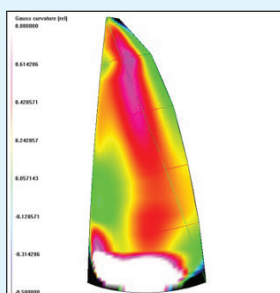
In conjunction with Richard Whitworth Sailing

We quickly realised that just reducing the actual luff curve would not be enough in this case. So we would also need to reduce the design depth to achieve a similar flying shape to the SMY-3 sail. Because we had taken the time to smooth out the computer mould this would be a simple operation. The next job is to put the sail onto a rig model and just check it all fitted OK.



North SMY-3 Mainsail "Gauss" Curve

Gaussian Curvature is not the actual shape of the sail, but rather how fast the depth changes across its surface. This first image shows the relative change of shape across the standard North SMY-3 mainsail. To a sail designer, it's not very pretty, but on the water it works great. For this new challenge we decided to try to achieve the same resultant design, but with a smoother input, and that would allow us a greater chance of success when converting a sail to fit the stiffer mast.

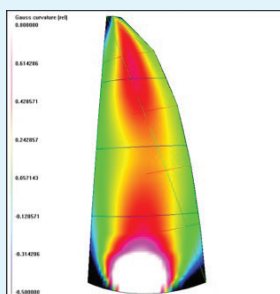


North 'smoothed' Main "Gauss" Curve

The Gauss curve on the newer version looks like this:

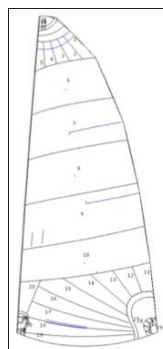
Similar, but smoother, and it should result in an almost identical flying shape. It might even have the effect of making a cosmetically nicer sail on the water with less wrinkles, which is always a resultant downside of using an "old" technology like dacron.

From this new design we had to reduce the 2D luff curve a significant amount to fit the new mast. 2D is a combination of the actual luff curve and the broad seam in the front part of the sail. The 2D gives an indication of how the depth will fit onto a mast with an expected bend characteristic.



Once happy that we thought the sail would work well it was a case of running the panel layout and sending it to Production.

We are very happy with the result, but of course, the proof will be in the testing!



Richard Bell
North Sails Designer

RYA SHOW



At the August 2018 AGM the request came for a classic Yawl to represent SYOA and SYC at the March 2019 Dinghy Show. All eyes fell on Y19 so what option did we have but "volunteer" to go to Aly Paly!

When Y19 finally had its sails up on the stand she looked great, and most people stopped to run their hands over the decks and to have a chat about sailing at SYC. On the backdrop to the

stand, Andrew Reed had set up several stunning photos of the best of sailing on the estuary, and a video of Yawl sailing was showing, thanks to Andrew Sterling bringing his AV equipment. Our stand certainly stood out and thanks go to our team which manned the stand on several shifts throughout the weekend.

Getting Y19 to and from Aly Paly proved to be quite a logistical challenge. We were also particularly grateful that the National 12 guys helped us with the 10 man lift needed to get Y19 on and off the steel display cradle, which had every chance of inflicting some nasty damage if there was any slip on the lift.

Overall Y19 brought much attention to SYC & SYOA, and Salcombe as a beautiful sailing and holiday centre. The stand put us out there in front of the sailing community and the whole exercise has surely left an imprint on those that came.

John and Pete Y19



The SYOA's annual dinner was held for the first time at Port Waterhouse on the East Portlemouth side of the estuary.

65 people enjoyed a memorable evening beautifully hosted by Crispin and Hannah.

Complementary prosecco did the trick to get everybody going, the weather was fair and the tides perfect - another excellent jolly.

JP the chef put on an absolutely fantastic meal.

Unfortunately Barney went to the cricket at the last minute. Fortunately we were able to accommodate some of those on the waiting list.

A very good venue, excellent expedition, fantastic food and drink and, of course, great company made it a memorable evening.

Andrew Reed.



The Salcombe Boatstore, based on Island Street, is now being managed by Jon and Cat Squire on behalf of the new joint-owners Malcolm and Sue Squire, along with existing owner Jonathan Britton. Malcolm and Sue bought Ian Stewart's half of the business when he retired in October.



Jon and Cat have been making some exciting changes to the shop including a new clothing area, rope display and splicing station, and improved shop layout, as well as introducing some new clothing brands, including exclusive Swedish sailing brand Pelle P.

The Boatstore continues to stock a wide range of top brands including Gill sailing clothing, Mousqueton canvas wear, Holebrook windproof jumpers, Crewsaver life jackets and buoyancy aids, C-Skins wetsuits, International paints, Harken, Holt and Ronstan sailing fittings and many more.

We are also introducing an exciting new partnership with Robline sailing ropes managed by Justin Jones, who will be running a number of talks and workshops over the coming months.

Despite the changes, Jon and Cat are keen to reiterate that the boatstore is still the traditional chandlery it always has been and continues to stock a huge range of paints, stainless steel and other essential items for all your sailing and boating needs!

The Wooden Boat workshop continues to offer repairs and maintenance at competitive prices for Yawls and other wooden boats. Indoor storage can also be arranged, as well as a launch and recovery service.

The Canvas Workshop can provide made to measure boat covers, cushions and other bespoke items by request. We can also carry out repairs to boat covers, sails and other canvas items. Pop in or give Emma or Caroline a call at the Boatstore to discuss your needs.

The Salcombe Boatstore is delighted to announce that it is now offering a 10% discount on all shop purchases to members of the Salcombe Yacht Club. Please bring your membership card with you to claim your discount. Terms and conditions apply, please see the SYC website for further details.

50° 14' 22.704" N - 3° 46' 10.254" W

~ THE ~ SALCOMBE BOATSTORE

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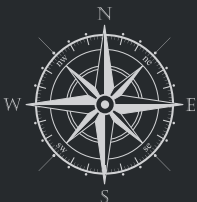
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RESTORING Y101



There is something iconic about sailing a Salcombe Yawl that adds something rather special to any trip afloat. Let the old boats keep sailing I say and let's keep this fleet alive!

The history of each yawl is a little bit of magic in itself. Alec Stone can recall where the timbers of many of the Yawls came from - whether it be from torpedoed war ships or carefully prepared in Good shelter creek by his father. Each Yawl has had guardians along the way who do their bit to keep the boats shipshape and seaworthy. Tristan Stones boatyard is a treasure to behold. Each Yawl it would seem has a family history that would make an epic novel. If Scratch can be persuaded to give away some of the secrets he may have another best seller!

Richard and I started a journey of restoration of Y101. Some may have laughed at us for even trying but we don't regret the effort we made and are grateful to the people who helped us. Long winter evenings in the barn taught us to methodically work our way along each plank. We were flooded with differing advice on how to mend leaks but importantly we just got started, and

through that we learnt. Soon the weeks passed and the layers of varnish were shining and the bottom sides looked better than they had for years. John Donovan duly came and weighed our treasured Yawl and after months of hard work we were signed off fit to race. The early morning we launched at Batson was all the more special for the journey we had been on. Well you have to start somewhere and we did, at the back of the fleet! Pumping out the water as fast as we could but learning something more every time we set sail. (Note: it takes more than 24hrs for the boat to take up water to swell the planks!) The Gold fleet is where we found camaraderie and fun of a special kind. That first Regatta we did battle with Y22 in particular and we would wait for the Lowe family, or they for us the Morris family, at the end of each race to raise a congratulatory wave for the race before heading to our respective moorings. All our children had the chance to join in a race.

Our Yawl was also our family picnic boat and our means of checking our lobster pots. Whether expeditions up to the Mill brook (coming back in the dark with a full moon rising over the hill giving a shimmering silver pathway back to Salcombe) or a passage to the Kingsbridge Music Festival or joining in the Club Saturday race the yawl added a touch of special sailing magic that comes with such a classic boat. I guess my hope is that more of the older Yawls can still have some life afloat and can provide a huge amount of pleasure here on the Salcombe & Kingsbridge Estuary.

Passing the helm to future generations has been made possible by the legacy of David Jayne. We hold a memorial Cadet race in David's name.

With two or three Cadets crewing each boat it is a fun introduction to the excitement of sailing a Yawl. Our hope is that in years to come some of the Cadets grow up to be Yawl owners too.

We were in two minds what to do when what we had to do was just give it a go and feel the difference.

With less available time for continued restoration we considered our options. Y108 was set up for racing by Scud and was pretty much ready to go. She was brought out of retirement in a barn for a few years having been successfully raced by David Edmunds. She is well balanced and stemmed the tide on our trial sail up the Bag to such an extent that brought a sense of awe and respect of these beautifully designed boats. Having won the Gold Fleet we progressed to the Blue Fleet. We have wet sailed her for a couple of seasons and had just as much fun on non race days as those where we raced. Sailing a Yawl can be done on a small budget with big rewards and for those with more limited time and money to spend your Yawl can be delivered to your buoy ready to race. There are many options but the important thing is that we all contribute to keeping the Yawl fleet sailing - and that is to be celebrated. We find our removal outboard bracket a wonderful addition that allows us to extend the hours of Yawlie fun.

Surely everyone is a winner for getting their Yawls on the water.

Please support the David Jayne Memorial Race.

Saturday 30th May 11.00hrs. If you get your Yawl on the water with a responsible helm we will then deliver young crew to your boat. You can also go on to race in the Sailing Club Series in the afternoon with your normal crew.

Jayne Morris
Sailing Coordinator





THE SALCOMBE TOWN REGATTA

The racing for sailing dinghies takes place over the five weekday mornings with class starts for Lasers, Solos and Yawls and handicap races for the rest. Although the competition is keen, the emphasis is on the fun side of things with the final day seeing a fancy-dress pursuit race for all 90-odd competitors. There is also an important charitable element to the week. The Salcombe Yacht Club provides its facilities free of charge, its members volunteer to run the racing and man the safety boats and the sponsors, Blueriver Cottages and St. Austell Brewery, cover all the

incidental expenses. This allows the entry fees of the competitors, which this year amounted to over £5,000, to go directly to the charities supported by The Salcombe Town Regatta.

The Modern, or Red, Yawl fleet saw some of the closest racing of the week. On most days the leading three boats all finished within a few seconds of each other. Andy and Elizabeth Savell made the running early on but Dan and Gail Bridger finished the week stronger and took the title. Martin and Cheryl Beck finished a close third. In the Classic, or Blue, Yawl fleet Andrew Wood, crewed

by the SYC's Club manager Jules McColl, put in an excellent performance to take a comfortable victory from John and Freddie Smithers.

Sadly the weather intervened on the last day and the Pursuit Race had to be cancelled due to near gale force winds but at the prize giving that evening Race Officer Ian Stewart thanked all the competitors for helping to raise so much for the Town Regatta charities and hoped that everyone would be back August 3rd-7th next year.

Photograph: © Jayne Morris

YARD WORK

The **Stone Boat Yard** have had their busiest winter ever, Tristan said the paint shop had been back to back with work, some of the Yawls worked on were Y168/ Y183/ Y19/ Y15 he also said he has lots of interesting plans for this year.!?

I for one look forward to finding out what they are.

Other Yawls worked on in Island Street at Banger Boat Yard are Y91, Y139 and Y74.

I feel the Yawl fleet is very strong with boats changing hands and work being done on existing Yawls, I hear a little rumour we might even see a new yawl that has not been seen before!?

Andrew



SALCOMBE YAWL EVENTS 2020

SAILING

Early May Bank Holiday Open Meeting
(No Monday Bank Holiday this year its on the Friday)

May 8th -10th

Late May Bank Holiday Open Meeting

May 23rd-25th

Salcombe Town Regatta

August 3rd-7th

S.Y.C. Regatta

August 9th-14th

S.Y.C. Sea Race

Saturday August 29th

September Open Meeting

September 12th-13th

Mini Series

	H.W.
April 25th	08.10
May 30th	12.25
June 13th	12.18
June 27th	11.11
July 11th	10.50
September 26th	14:16

SOCIAL

Chairman's Drinks, Chart Room, S.Y.C.

May 9th **CANCELLED**

7.00pm

SYOA Dinner @ The Harbour Hotel

May 24th **CANCELLED**

A.G.M. and Supper @ Cliff House

August 11th

6.45pm

SYC 125 Year Anniversary dinner dance

August 15th

SALCOMBE YAWL RESULTS 2019



EARLY MAY OPEN



1st	154	Graham Pike	Tessa Pike	1st	19	John Smithers	Peter Hughes
2nd	157	Duncan Salmon	Richard Bawden	2nd	89	David Sworder	David Fitzsimmons
3rd	165	Ann Jackson	Alicia Bennett	3rd	99	Stephen Galvin	James Smith

LATE MAY OPEN

1st	183	Will Henderson	Mandy Henderson	1st	140	Andrew Wood	Tim Petit
2nd	167	Simon Gibbens	Andrew Reed	2nd	99	Stephen Galvin	James Smith
3rd	181	Martin Beck	Paul Ellis	3rd	19	John Smithers	Peter Hughes

SALCOMBE GIN - 2019 SALCOMBE YACHT CLUB REGATTA

1st	183	Will Henderson	Jim Stone	1st	140	Andrew Wood	Tim Petit
2nd	181	Martin Beck	Paul Ellis	2nd	15	Michael Knowles	Mandy Henderson
3rd	167	Simon Gibbens	Andrew Reed	3rd	19	Peter Hughes	John Smithers
4th	189	Charles Thompson	Alister Morley	4th	106	Jock Lennox	Kevin Anderson
5th	154	Graham Pike	Molly Pike	5th	98	Hal Bowen Perkins	John Heath
6th	173	Malcolm Squire	Jonathan Britton	6th	89	David Sworder	David Fitzsimmons
7th	172	Clive Jacobs	Victoria Gibbens	7th	155	Guy Rigby	Tom Crampton Smith
8th	178	Paul Rayson	Julie Rayson	8th	116	Toby Strauss	David Stone
9th	170	Chris Cleaves	Chris Spencer Chapman	9th	61	Nigel Dawburn	Crispin Read
10th	145	John Bell	Deidre Bell	10th	100	Hamish Stewart	Simon Stewart

SALCOMBE TOWN REGATTA

1st	159	Dan Bridger	Gail Bridger	1st	140	Andrew Wood	Jules McColl
2nd	187	Andy Savell	Elizabeth Savell	2nd	19	John Smithers	Various Smithers
3rd	181	Martin Beck	Cheryll Beck	3rd	119	Simon Hotchin	Caroline Gosford

SEPTEMBER OPEN

1st	183	Will Henderson	Mandy Henderson	1st	74	Andrew Sterling	Richard Whitworth
2nd	165	Geoff Carveth	Sue Jackson	2nd	19	John Smithers	Jon Manners
3rd	181	Martin Beck	Cheryll Beck	3rd	140	Andrew Wood	Tim Petit

Due to the present situation with COVID-19 the May Salcombe Yawl dinner and the Chairman's drinks have been cancelled and the Yawl Training weekend has also been cancelled.

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ANDREW GIBSON STIRLING 1922-2020

My father taught me to sail in Salcombe. He was born and lived in Scotland, but when he joined the RAF during WW2, he was stationed for a while at the Radar Station at Bolt Head, billeted in Malborough, and discovered the beauty of Salcombe and the surrounding area. This is the reason why in the 1950's, as a family, we started to holiday in Salcombe. As children we had a caravan at South Sands where we kept a GP14. In his late 80's my Father was still telling me the Main was set all wrong, see photo. Happy times. Rest In Peace. **Andrew Y74.**



ANTHONY ERIC GODFREY 17.11.44 - 23.08.19

After purchasing an apartment within Salcombe Tony very quickly bought himself Yawl 33 and was keen to take part in races in the Blue fleet and also enjoyed sailing with his daughters in the estuary. Some of you might remember his efforts with his brother Alan in regattas. Tony also enjoyed a holiday in Hong Kong with his brother when some more adventurous Yawlies who took on the Royal Hong Kong Yacht Club.

A Guy's dental school graduate Tony worked in Cardiff and Swansea. A gentleman of many varied interests who lived a very full and healthy life until his sudden demise from pancreatic cancer.

NOT SALCOMBE, SALCOMBE YAWLS



CHARLES MELVILLE
Y92 BURNHAM

TOPAZ KEPT AT EMSWORTH

Miles Kennedy keeps Topaz Y78 built by Dave Gibbens in Emsworth in Chichester harbour from where he regularly cruises through the harbour, out into the Solent, and to various destinations along the Solent shore, mainland and Isle of Wight. Most recently a 50 nautical round trip to the Beaulieu River for a wooden boat event there.

"I have made some nice 'cruising mode' adaptations, including an asymmetric spinnaker, and auxiliary power in the form of a tiny electric motor bolted onto the rudder stock to help get in and out of harbour and in case the wind fails me in the middle of the solent".



Miles Kennedy with
Dave Gibbens the
builder of Topaz



Thats one way of
going a little faster

Y48 IN CHICHESTER

As you can see most of the work is done with the hull restored to a condition that should last for another 50 years if maintained. Particularly pleasing to be able to keep the hull varnished and bring out the wonderful colour of the 50 year old mahogany planking. I have reshaped the cockpit coaming and built contrast wood side seats, which I hope won't offend the purists!

I hope to have her back in the water next season. We only have two yawls that I am aware of sailing in Chichester, one at Dell Quay Sailing Club and the other is my son's, Y36 Dabchick.



GAMMA OF AUNE

A picture of my yawl Gamma of Aune sailing at Bantham last year.

There were 9 yawls this year at Bantham, two very old ones built I believe along with one other Swift later destroyed in the 50s and at that time fitted out with inboard Stuart Turner engines since removed. Hugh Cater built I think Alpha, Beta and Gamma of Aune and along with Hugh we won the yawl week 1976, 77 and 78 which I think your records will confirm.

Roger Smith



MAY OPEN PRIZE GIVING



124TH SALCOMBE YACHT CLUB ANNUAL REGATTA

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There was a huge mix of sun, wind and rain during the 124th Salcombe Gin sponsored SYC annual Regatta and the 183 competing boats in sixteen different classes were challenged on the water with plenty of navigation decisions in a busy estuary with a predominantly blustery and unpredictable strong wind blowing from over and around Salcombe. Two days were lost because of high winds, however the remaining four days sailing was action packed with each morning and afternoon class sailing four races.

The local Salcombe Yawls occupy a special place in the Regatta and the fleet is divided into Gold, Blue and hot shot Red fleets. All fleets are in a currently healthy state and the morning Gold fleet enjoyed competitive racing with some teams showing sensible discretion not to race on the particularly windy Sunday. At the front end of the fleet Darius and Jane Panahy had to win the final race to score overall victory from Adrian and Lisa Simpson. The afternoon Blue fleet Yawls were also closely contested between Andrew Wood and Tim Petit and the East Portlemouth combo of Michael Knowles and Mandy Henderson, with "Woody" emerging overall victor, although both teams had two wins each. The Red Fleet is enjoying a renaissance at the moment with boats changing hands and new top helms joining the fleet.

There were also a number of high profile "guest" helms competing in the 23 boat fleet, however by the end of the Regatta there were to be no surprises with Will Henderson and Jim Stone winning the beginning of the week races and winning overall from Paul Ellis and Martin Beck in second and Simon Gibbens and Andrew Read in third.

Alistair Morley in Charles Thompson's Yawl "The Great Bustard" showed signs of his undoubted sailing brilliance by securing two race wins towards the end of the week but his earlier results held him back from climbing higher in what is now a very competitive fleet.

Malcolm Mackley



EXCERPTS FROM PAST SYOA MAGAZINES

1967

YAWL OWNERS' ASSOCIATION OF SALCOMBE
SEPTEMBER, 1967
REPORT OF SUB-COMMITTEE

This sub-committee was appointed at a general meeting of owners of Salcombe Yawls held at the Yacht Club on 8th August, 1967. Our task was to revise existing specifications of Salcombe Yawls, to advise whether any, and if so what, amendments were needed, and to report back. As a large proportion of owners are no longer in Salcombe, we are making our report by post; we shall be grateful if owners will read the report carefully, and let us have their comments, so that a final conclusion may be reached not later than the first week in October.

"SAILING WITH A STAR!!"

Thursday morning Denham Productions rang up wanting to know if I could take a lady BBC presenter in a yawl race on Saturday. They would then film the race for the 'Out & About' programme.



Your chairman's 15 minutes of fame!

"OK," I replied, "can she sail?"

"Yes", they say.

"Right, tell her to bring a bikini and sailing gloves then, I would hate her to get blisters. Waterproofs and a lifejacket might be useful too!"

"No problem, see you at 1 p.m. in the Yacht Club".

Saturday dawns - it's windy.

12.30 p.m. Message on answerphone - we will be late - about 1.30 p.m. at Whitestrand.

1.30 p.m.

1.45 p.m. Chatting to Jon Alsop & Peter. Race postponed - very windy indeed.

1.50 p.m.

2.00 p.m.

2.15 p.m. they roll in.

"Sorry we're late," they pleaded.

"Luckily the race has been postponed until 2.50," I respond busily getting the boat ready.

Sue King the presenter finally appears.

"Have you ever been in a dinghy?" I ask.

"No".

"Can you sail then?"

"No".

"Um - have you got any sailing gear?"

"No, not really".

"What, not even a bikini!"

The whole crew then decide that lunch is in order - 15 minutes to start time!

Time to think. Perhaps it wouldn't be a good idea to race - only one other yawl looked keen - some race!

After a little discussion we decided that I and Jon Alsop would belt around in the windy stuff while they filmed some fast sailing and then I would take Sue sailing in the Bag where it was a little calmer. This was fine until I realised that sailing with Sue meant taking a cameraman and sound recorder on board too! So we trailed around the Bag chatting away while the other two got very wet and uncomfortable

John Donovan hard at work



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PALE ALE ABV: 4.6%

Fresh, full-bodied and powerfully hopped, with orange and grapefruit on the nose. Dry-hopped with Summit and Simcoe for a robust, complex beer that's bursting with flavour.



SHINGLE BAY ABV 4.2%

With a fruity aroma of blackberry and spiced fruit, this golden ale is delightfully easy drinking, with a crisp bite.



LIFESAVER ABV: 4.8%

Malty with a hint of citrus and orange peel, this bronze-coloured ale has subtle liquorice, toffee and a floral finish.



DEVON AMBER ABV: 3.8%

An amber best bitter. This easy drinking, malt-driven bitter has a dry yet sweet finish.



SEAHORSE ABV: 4.4%

This sweet and smooth amber ale has a gently spicy hop character with hints of burnt toffee, caramel and a smoked malty finish.



SALCOMBE GOLD ABV: 4.2%

A light harvest gold ale with a long hoppy finish. Citra, Amarillo and Chinook give it citrus drive, with hints of melon, apricot and peach.



ISLAND STREET PORTER ABV: 5.9%

Award winning rich and velvety porter with hints of dark chocolate, coffee and black cherry creating an aroma reminiscent of Black Forest gateaux.