

the salcombe yawl

THE MAGAZINE OF THE SALCOMBE YAWL OWNERS' ASSOCIATION

www.syoa.co.uk



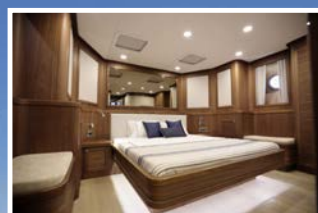
Y
2021



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SYOA PLAN FOR THE YEAR

INTRODUCTION

Even sending something out with the rather encouraging title of a "plan for the year" seems ridiculously optimistic in the current environment. *The Sunday Times* recently had an article which gave the best, mid and worst cases for how things might develop over the rest of the year. Even the best case scenario expected there would be significant restrictions on social interactions well into the summer, while the worst case was that we would continue with substantial curbs on daily life for most of the rest of the year! The latest indications are that pubs and restaurants will not be able to open until at least May and it is probable that large groups being able to meet will not be allowed until then at the very earliest.

However it is likely that outdoor sports will be allowed fairly early on in the relaxation process and some form of interaction will surely be allowed by summer, so this is to set out what is currently planned, and how we will approach additional events once things become clearer over the next couple of months.

THE SAILING PROGRAMME

The Commissioning race took place on March 6th and a full list of both club races and planned social events is posted on the Yacht club website. As with so many organisations the club has suffered badly from the impact of the pandemic and I hope that Yawl owners will give as much support as possible once it is able to open again.

The key events relevant to Yawls are listed below for ease of reference:

Early May Bank Holiday Open meeting	May 1st - 3rd
Late May Bank Holiday Open meeting	May 29th - 31st
SYC Regatta	August 1st - 6th
SYC Sea Races	August 28th
September Open meeting	September 18th - 19th

The Yawl mini series will be the following dates, with one discard from the series:

Date	High water
Saturday April 24th	17.13
Saturday May 15th	08.41
Saturday June 19th	13.25
Saturday July 3rd	13.33
Saturday July 10th	19.29
Saturday September 4th	17.20

Hon Secretary: Allyson Lofts
Hon Measurer: John Donovan
Committee Members
Jonathan Britton (Chairman) Y173
Dr Mike Whitehouse Y171
Michael Knowles Y15
Stephen Galvin Y99
Andrew Stirling Y74

OTHER THINGS

We need to get a number of administrative and governance items agreed by the membership. These would normally have been done at the AGM in Regatta week last year but didn't happen for obvious reasons. The Committee has agreed a proposed way to deal with this and I will be sending a separate communication out about this in the near future.

It has been suggested that we set up a SYOA WhatsApp group to allow for more immediate communications to be sent out to mobile devices. I am happy to organise this if there is significant appetite for such a group, which could be used to give information on race conditions, arrange crews, request assistance on a range of issues and advertise items for sale etc. However it requires someone to administer the group and that person has to have everyone in the group's details in their contacts and then all the group members have to download WhatsApp. I think most of us are probably already users but I would like to gauge demand before committing to the admin necessary to set it all up and maintain it.

Please let me know if you think this would be a useful communication tool and if there is sufficient demand I will

set it up in time for the beginning of the season. If you reply in the positive please let me have your email address (or I will assume the one you contact me on is the preferred one) and your mobile number. Given the sensitivities of GDPR you should note that being a member of the group gives all other members of the group access to your mobile number. I don't see it as a problem, but some of you lawyers may beg to differ! I will also set up sub groups for the red and blue fleets so that communications only relevant to them can go out only to those for whom it is relevant. So please let me know if you would like to be included, stating which one.

If your boat needs reweighing under the 5 year rule (see chart on the SYOA website if you are not sure) or you have had any work done on it that will require it to be reweighed, please arrange this before you launch for the season by contacting either Andrew Stirling or Allyson. Please remember that new masts require measurement - please contact John Donovan to arrange this.

We will also organise a weighing session before the start of the season - date to be notified.

Other Yawl events we hope to hold are as follows, with dates and venues agreed nearer the time:

Autumn get together possibly October Half term
London supper possibly mid November
New Year's Day Walk

We will not have a major event during regatta week this year as the SYC are holding the re-arranged SYC 125th Anniversary Dinner/Dance on Saturday 14th 2021 and we feel two major events close together is not appropriate. We will however try to hold a dinner/dance during Regatta week 2022.

Also please note that there is a full listing of all the SYC social events listed on the Club website. The easiest way to access this is to go to the bottom of the home page and select 2021 Social Calendar under the Club House column. I hope the Yawl class will give as much support as possible to these events.

Best wishes to all, **Jonathan Britton**, *Chairman*.



New Members 2020

David Stone Y184
 Gill Stone
 Andrew Naylor Y34
 Debbie Austin Y91

BALTIC SAILING WEEKEND 16th and 17th October

Do you remember this weekend, well we are having another one. It was a lot of fun and money was raised for our Lifeboat.

The plan will be Yawl sailing Saturday and Sunday Morning, possibly some golf and a dinner in the Winking Prawn. As it all unfolds I will update you, I'm going to need a lot of Yawls, weather permitting, three up again. I know for some having to keep your Yawl active after the September Open might be problematic. Where there is a will, there is always a way. If you need somewhere to keep your Yawl, contact me and I will help. The harbour will be very accommodating.



50° 14' 22.704" N - 3° 46' 10.254" W

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ALEC STONE "THE LEGEND OF SALCOMBE"

8 TIMES NATIONAL SOLO CHAMPION
WAYFARER NATIONAL CHAMPION
SOLO WORLD CHAMPION

I was 10 years old when my Parents (Joan & Eric) suggested a sailing weekend at the Island Cruising Club in Salcombe. It was a life changing experience and following this introduction into sailing I became a Cadet Member of the Salcombe Yacht Club. As a local family I remember Mum & Dad often talking about trying to beat Alec Stone in their National 12 dinghy. This was around 1967 and Alec was already a legend in Salcombe, the "Man" to beat. Dad often talked about the one race that they actually finished ahead of Alec, just one race in the many races they competed in, that made it plain to me just how good Alec was...

After practicing racing skills in one of 3 Mirror Dinghies a number of SYC Cadets built with the help of Kath Stone and Shirley Tyler, who owned Smalls Cove at that time and I soon begin to witness more and more of Alec Stone. Indeed one of his daughters, Sally, used to race against us in the Mirrors and was always tough to beat. But it was not until I started to race Solos and Yawls that I fully appreciated just how brilliant Alec was....

To race as a teenager, in my home town on the Salcombe Estuary against not only Alec but Dave Gibbens and Peter (Bungy) Taylor was the best learning platform a young enthusiastic sailor could experience. Three of the best sailors in my own back yard....

Although both Dave and Bungy had their days, it was usually Alec that came out on top in all conditions, despite the fact that Alec never learnt to swim! I recall many windy days seeing Alec dominate upwind and be the first Solo to round Blackstone Buoy, only to see him run down in the lee of East Portlemouth shore, to avoid the heavy gusts of wind which could risk a capsized. He was so confident of his upwind superiority and his tremendous reaching speed when planing up across the bag, it was okay to give away a little on the downwind legs to stay upright...

Not only would Alec dominate in the Solos but also the Yawls... Again Dave and Bungy (who were also top quality boatbuilders) occasionally beat Alec, but in the majority of SYC Series and Regattas Alec would win. It was not until the early 1980s that I was lucky to have my own battles with Alec in the Yawls. Helming for a very good friend Norman Mallett (Yawl 91) we began to push Alec, Dave and Bungy and at times cross the line ahead. Yes, I managed to follow in my Father's footsteps and sometimes, just sometimes, beat the legend of Salcombe... Alec Stone.

Alec was a true inspiration for us all, by far the best sailor Salcombe had and ever will have.... Alec had natural feeling for the wind, a flair for always making his boat go fast and the very best stories in the bar afterwards.

Martin Payne

P.S. Although Alec could not swim, I never saw him wear a life jacket!



Alec Stone in Olympic "Short List" Salcombe Sailing Prospects

THERE are at least four new 12-ft. Nationals under construction at Salcombe in readiness for the coming season, two of them likely to be used by Mr. Alec Stone and Mr. T. Stone.

The 'A' class, however, continues to be something of a headache for the sailing and yachting clubs, as Mrs. Crook and Mr. A. Stone appear to be almost the only local owners; there is hope that this season Salcombe may see more of Mr. N. Jephcott, who races his Flying Fifteen in this class when he is available from his sea duties.

Honour has come to Salcombe sailing circles by the news that Mr. Alec Stone has been included on a short list (of about 36) for the Olympic single-handed dinghy trials this year. It is thought that selection was made in view of Mr. Stone's outstanding season last year at Salcombe.

It is also anticipated that a number of the other "possibles" from the short list may be seen sailing at Salcombe during this season, particularly as the Burton Cup racing takes place at Plymouth soon after

STONE'S FINAL 12th MAKES HIM CHAMPION

G. Gilson, sailing Dilemma, won the fifth and final race of the national Solo championship in Torbay to take the runner-up position overall. The champion, for the fifth time, is Alex Stone, in Minstrel, who finished 12th yesterday.

Sailing conditions were the worst of the week, with very little wind, and the 56 starters took over two and a half hours to complete the first round.

The course was shortened, and at the end of the second leg Gilson was declared the winner.

FINAL RACE.—Dilemma (G. Gilson, Salcombe), 1; Misere (I. W. Morton, Dartmouth), 2; Free (A. P. M. Ball, Burnham), 3.

OVERALL.—Minstrel (A. Stone, Salcombe), 1; Dilemma, 2; Free, 3.



Kaag Week

STONE WINS LAST RACE AND TROPHY

BY A SPECIAL CORRESPONDENT
KAAG, Wednesday.

ALEC STONE in Yer-Tiz (Salcombe) confounded the opposition to take to-day's race by three minutes and so win the Kaag Silver Solo trophy, which was presented last year by the Royal Kaag Y C Commodore, Mr. L. v. d. Steur.

With the fleet split into two groups, one at the weather end and one to leeward, Stone made a beautifully judged start in the middle of the line.

Close reaching faster with his sail pinned down hard, he reached the first mark 25 seconds ahead of Dirk Seret in Stumpedje and Rien Meijer, who had borrowed Ollyball from another Dutchman in a concerted effort to beat Stone so that Bart Fock or Herman Wilton could make it a home victory.

Wilton sailing in the second heat reached the first mark just ahead of Crazy Man (Michael Flint) and these two boats drew clear away from the fleet.

FLINT RETIRES

20-boat trouble

At the end of the first round Flint ran into trouble with a fleet of 20 boats of another class at the start of a heat. Crazy Man retired and lost her chance of being third on points overall.

Peter Taylor in Olos, Stone's club rival, came in third behind Stone and Meijer in his heat.

In heat B, Isabel Waterhouse (Salcombe YC) in Sweep, came in third after an exciting duel with Eric Beelarts in Concord, who was fourth.

P. Stoutenbeek, in Plus Magic, won by three seconds from C. Vial, of Rotterdam, in Solea. The lead was shared for most of the race by these two boats, but Sweep had earlier

FATHER OF THE YAWL & SON



Alec and Old Jim in Y14 Blackbird.



The Yawl is "Blackbird" All of the boats in the background are hire boats.

Bottom is "Goosander" a varnished admiralty design sailing boat with foredeck, I believe old Jim bought it from Dr Fitzgerald who lived in Yalton Kiln.

The next boat is a rowing pram (blue paint), then a Fairy Duckling.

Top is a 14' white Yachting world day boat. Surprisingly a new build just for the hire fleet!! I believe they also built one for the Heycocks daughters at Millbay.



Jim and Alec building a Solo at Goodshelter.

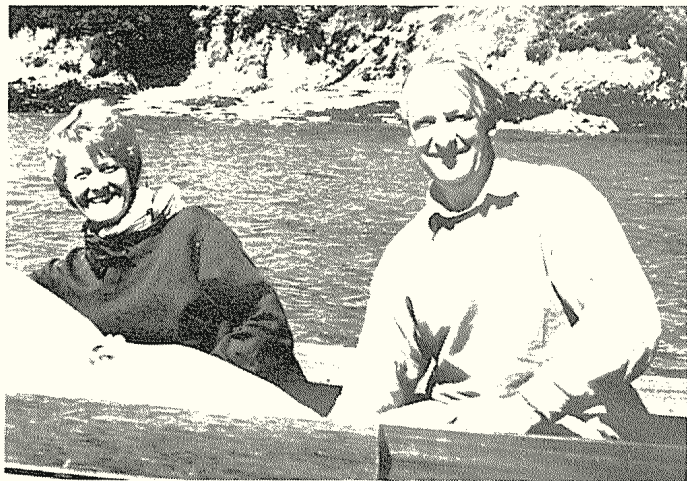
Alec Stone

A profile by Strahan Soames

ALEC STONE is a difficult man to find. You need confidence and a one inch map. He lives in the superbly named hamlet of Goodshelter, which is an idyllic wooded creek tucked away on the east side of the Salcombe estuary. Your car goes warily for miles down a single track high banked lane, decorated profusely with bluebells, pink campion, primroses and star of Bethlehem which brush the wing mirrors on both sides. As the lane twists and rises and falls, visions of wooded slopes down to blue water leap at you, and you think wildly: 'Good God — this is too beautiful, too peaceful. Why have I never been here before? What can I do to stay here?' But you must concentrate on a hairpin bend, then dip through a gurgling watersplash; and a marvellous higgledy piggedly collection of boats strewn on the grass announces that you really have found the premises of J. Stone and Son, Boatbuilders.

Alec Stone now runs the firm. When he is not building boats he is sailing them. He leads, I would guess, a happy life and it is manifest in his manner, his face and his bearing. It is, however, not without its stresses and it would be wrong to set him in a quiet, lazy frame. As sailing gets more and more important and involved it sweeps all who provide facilities for it on to a form of helter skelter and Alec is no exception. When I met him he was (although it was a Sunday) putting the fittings on to the rudder of a new Solo. Alec is 45, stands 6ft and weighs 14 stone. He has a comfortable figure and is a comfortable man. He smiles with his whole face, laughs a great deal, speaks with a beguiling Devonshire accent and is volatile and ebullient. One of his favourite adjectives is 'fantastic' and you still get from him a sense of wonder that he has done so well in a hard world. He has been married to his cheerful wife Kath for 24 years — they still tease one another like lovers and with evident enjoyment — and they have two daughters and a grand-daughter. Kath said that Alec and his grand-daughter were 'quite besotted with each other' and I have no doubt that it is true. Their house is littered with cups and trophies — I have never seen so formidable a collection though I was assured that many are stored away. They are not treated with undue reverence and Kath was as delighted as I was when I mentioned that I had found a cardboard box full of them in the loo. A few of the trophies are motoring ones, for Alec used to drive a Mini-Cooper S, which he hotted up for himself and used for hill climbs and rallies. One of his better stories, which has the true feel of Alec, was about the time when he had shot his way to the top of a hill-climb and was sitting there, as he described it, 'all of a quiver.' Somebody said, 'You don't half look pale. Why do you do it?' And Alec could not think of a good reason. He supposed, on reflection, that he enjoyed living dangerously, but he did not sound very convincing.

Alec has lived in the same very pleasant part of the world for all his life, and I expect that he always will. His father, who is now 70, has recently turned the business over to him. The redoubtable old man is still winning Salcombe Yawl races and is still boatbuilding. Alec was full of filial respect: 'He works harder than I do — marvellous he is. You ought to be interviewing him — not me. He's a really good helmsman, the top helmsman in Salcombe. In a boat he's a crafty old devil. He wriggles it round the bay and comes out the other side and then he's in front.' His father learned his boatbuilding by being apprenticed to the local firm of Edgar Cove in the 1914 war and Alec learned the trade by being apprenticed to the same firm, who were then building Admiralty lifeboats, in the 1939 war. Alec taught himself to sail by the unusual method of sailing his father's yawl when she was still attached to the mooring. He used to rig her himself and then sail as far as 6 fathoms of chain would



allow. The inevitable day came when he let go the mooring — it was a blowy one — but he nevertheless got back safely, to be roundly told off by his father. He could not swim, which added point to his father's displeasure. Alec is still unable to swim, which has given rise to the twin legends that he wears two lifejackets and that the only criterion for his race winning course round Salcombe is that Alec should be able to stand up with his shoulders above water in the event of a capsize! He won his first race in his father's old Salcombe Yawl 'Blackbird'. His father's new and present yawl, also 'Blackbird', was built in 1939. It was in this boat that Alec won the local championship in that year.

Alec made his name by building and sailing 12ft Nationals. His best result was to be runner up on points in the Burton Trophy week and his normal place in this week was in the top ten out of a very large fleet. He sailed a variety of Nationals for the twenty years from 1945 to 1965. He eventually gave them up because of increasing age and weight and the difficulty of finding a crew light and strong enough. In his heyday as a National sailor they used to descend on Salcombe for the local races with the express idea of beating Alec but his local knowledge and skill often prevailed. It was in the Solo class that he became and is still famous. He is the current world champion — a large trophy in his sitting room in the shape of the Solo sail insignia says so — and he has won the Solo National championship eight times (the last victory doubling as the world and national championship) since he first competed in 1959. He builds the boats, so he is hardly a disinterested party, but it is obvious that his love for them is not a salesman's line. He said with fervour and in his normal slightly teasing manner: 'They're a super little boat. You're on your own and you haven't got a crew who argues and does things wrong.' The Solo is Alec's favourite boat. He seemed to light up whenever he mentioned it. His enthusiasm took me back many years to when Jack Holt told me that it was also his favourite boat — I got the same ecstatic and slightly dreamy response from both Jack and Alec — so I can only assume that the little boat is a spellbinder. Alec said that Jack had asked him, 'How the hell do you make a Solo go so fast?' To which Alec replied with a Devonshire chuckle: 'If I knew that I'd be all right, wouldn't I?' He has also sailed a Dutchman for a couple of years, getting some reasonable but not outstanding results. He has descended three times on the Wayfarer championship, tying for first place at the first attempt and winning at the second: 'I enjoy Wayfarers — a nice boat. I feel safer in that sort of boat!' He now owns a Soling

which he completed himself and called 'Nimrod'. He does not rate himself a really dangerous man in the Soling fleet. He is too busy at other things and does not get enough practice, but he explains with a smile: 'My competitors think I'm serious.' However, an overall sixth place in the recent national championship is hardly unserious.

Alec says that the main problem with his boatbuilding is that of keeping the firm down to a reasonable and controllable size. They hardly have to advertise because the reputation and the quality of the work breed customers. Their workforce now consists of five men (excluding his father) but including an apprentice and a painter. He describes this as a friendly size and being a happy rather than a greedily man he is reluctant to make the firm larger. He started building Solos in 1958 and then began with a batch of eight. Last year he built forty-five and this year he aims to build sixty: 'We're churning them out all the time — we can't build them fast enough. In fact we can finish a glassfibre one in a day which I think is faster than anyone else but there is still a big demand for wood and if you ordered a wooden one to-day you wouldn't get it till the end of September.' He reckons to build four Salcombe Yawls each year — one of these splendid clinker hulls was nearing completion in his building shed. It re-ignited my Salcombe dream which had been fired by visions of blue water and blowing flowers as I came down the lane, for no respectable Salcombe dream is anywhere near the flashpoint without a Salcombe Yawl frisking on a mooring. As if to prove the firm's versatility they are completing a Listang in the corner of the shed. This is for a French owner who is wisely taking a month's holiday in Salcombe and then sailing his boat to Algeria. The firm is also a main distributor for the Dell Quay Dory and has much work on the maintenance and laying up of yachts.

Alec reckoned that last year, what with the various class championships, Kiel Week and Salcombe Fortnight, he spent some three months sailing. When he thought about it this year he confessed that he had to force himself to begin the same round again: 'After the winter with all the work to do here I thought that if nobody forced me to sail

I'd give it up. But then it's like the stolen fruits, isn't it? You start doing it and you want it again.' He describes himself as 'terrible nervous' before a race and says that he can't eat anything before he goes out. He has no idea what he does that the others don't do, 'Jack Holt says I've got the knack. I think it just comes naturally.' Alec was rash enough to give me the telephone number of a Surrey friend who has crewed for him over the years and it was fascinating to hear this second opinion. He said that Alec was quiet in a boat and that his alertness and awareness were sometimes uncanny — he is exact, everything is calculated but there has to be fair sailing all the way. He enjoys speed but is cautious when it is blowing. His crew described him as 'a very talented chap' — indeed if more crews could be persuaded to be so polite about their helmsmen the millenium would have dawned. Alec told me that he now does not like heavy weather (though he did manage to win one Dutchman race at Torquay in a gale against a fleet of the better helmsmen), saying: 'I hate it when it's blowy now, I can leave it to the young ones to plane about in a cloud of spray. I like it Force 2½ to 3, and when I'm in a Solo I do best when it's dead light. When you get older you like sailing as sailing. I enjoy crafty moves and I enjoy concentrating on every little puff.' Despite his own commercial involvement in the sport he remains firmly against those who take it too seriously, which I found refreshing. He still regards himself as a cheeky interloper among what he calls 'the professionals' i.e. those few first class helmsmen who are dedicated to winning races. His face lights up with amusement when he tells you a story of how he managed to beat them on one of his good days which he describes with the magnificent sentence: 'They never seen me.' He tells some harrowing stories of 'the professionals' which I thought had a clear ring of truth and also needed saying, 'If you speak to them out there they won't answer you. They're so tensed up. The trouble is that it has become a cut-throat thing. I go out to win, but if I lose I don't come in looking terrible. The thing that they should remember is that sailing is a sport — I think this is the most important thing.'

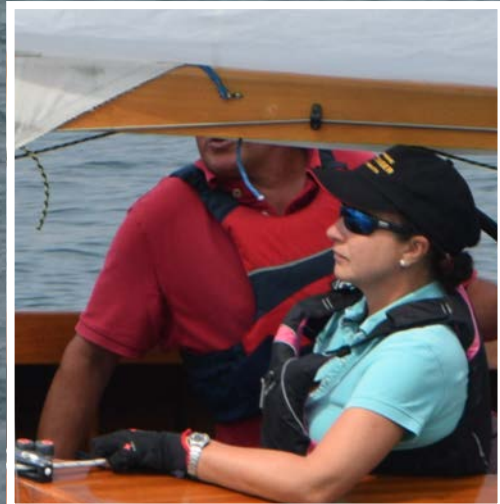
Alec Stone in 'Winsome' 1370 at Hayling Island S.C. during the 1971 Solo world championship.



Reproduced from Yachts & Yachting, 1972.



REGATTA 2020



Why we exist

The global trend towards electric mobility is driven by facts: the world is facing a warming climate, an ever-growing population and increasing energy consumption in the transportation sector. Climate experts say we must reduce our greenhouse emissions by 45% over the next 10 years to avoid the most harmful impacts of climate change, injecting a sense of urgency into the transition to climate-neutral mobility. One clear path forward is to reduce the carbon footprint of electricity production through solar, wind and hydropower. Then, wherever possible, electrify transportation.

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We estimate that today's global market share of electric boat drives is approximately 2% - similar to the overall market share of electric cars. On protected lakes, electric drives make up most of the market because combustion engines are limited or banned.

But just as on land, where approximately 13% of new buses are electric, electric drives are also competitive in segments without these regulations - and they are succeeding. Many dinghies and sailboats have already given up fossil fuels for electric drives, and ferries and motorboats, especially in cities, are going electric to avoid harmful local emissions and to lower the overall carbon footprint. Larger yachts are now being powered by hybrid-electric drives.

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PROPOSAL TO ESTABLISH AN OFFICIAL "CLASSIC RIG"

Shortly after being appointed chairman I was approached by several people asking whether the class would consider developing a specification for a smaller rig which would de-power a Yawl and make it easier to manage in moderate to heavy winds.

The class went through some significant changes in the 1980s with the development of the more modern designs. This included significant changes in hull design which was a major driver of the split into the current red and blue fleet classes, and this was accompanied by developments in sails design, in particular a larger jib and a bigger mainsail with a much increased roach. This has undoubtedly led to the boats being more exciting to sail, but has also made them much more challenging in moderate to heavy winds. Before the advent of the changes it was extremely rare for a Yawl to capsize and broken masts were not common.

While it is true that anyone can sail with a cut down rig of any size within the current rules, the committee is of the opinion that developing a standard smaller rig would bring several benefits with limited downside.

Specifically a standard smaller rig would potentially:

- Encourage more people to sail in marginal wind conditions, increasing participation in racing and cruising;
- Encourage more couples, less experienced Yawl sailors and younger people to sail as strength and experience would be less at a premium and people would have greater confidence in their ability to control their boat and to avoid damage;
- Allow people to race in windier conditions on a level basis.

Given the need for the class to extend its appeal as widely as possible the committee thinks that this might help increase the attractiveness of Yawls to new owners and ensure the future of the class. If there was significant adoption of such a rig it may be possible to add prizes in events for boats racing with a classic rig, though this might present logistical issues and is something which would have to be negotiated with the SYC. Even if this were not to happen many people would enjoy a race when they might not otherwise have competed and get a place score instead of a DNC or DNF.

You can also see where you are going ...
... and still enjoy great sailing, Y25 in 1965.



Alec Stone sailing Y14 in 1939.

SALCOMBE YAWL TRAINING WEEKEND ON 17th & 18th JULY

If you want to join Richard Whitworth please register your interest with me at andrew@andrewstirling.com

Friday evening in the chart room, Saturday morning on the water, club racing Saturday afternoon, with Richard filming with his Drone for viewing and debriefing on Saturday evening with a SYC supper. We may do something on Sunday morning depending on numbers.



SALCOMBE YAWL RESULTS 2020



SYC RACE WEEK



1st	159	Dan Bridger	Gail Bridger
2nd	189	Charles Thompson	Alister Morley
3rd	178	Paul Rayson	Julie Rayson
4th	183	Philip King	John Sleep
5th	154	Graham Pike	Molly Pike
6th	167	Simon Gibbens	Andrew Reed
7th	171	Mike Whitehouse	Karen Whitehouse
8th	187	Andy Savell	Elizabeth Savell
9th	172	Clive Jacobs	Chris Spencer-Chapman
10th	184	David Stone	Gill Stone
11th	173	Jonathan Britton	Helen Britton
12th	148	Mark Jephcott	Sarah Jephcott
13th	179	Richard Fulford-Smith	Molly Pike

1st	15	Michael Knowles	Mandy Henderson
2nd	97	Andrew Wood	Issy Wood
3rd	116	Toby Strauss	Josh Strauss
4th	93	Kevin Anderson	Jock Lennox
5th	99	Stephen Galvin	James Smith
6th	155	Guy Rigby	Tom Smith
7th	69	Steve Walter	Jasper Walter
8th	89	David Sworder	David Fitzsimmonds
9th	100	Simon Stewart	Hamish Stewart
10th	74	Andrew Stirling	Stephen Burton
11th	152	Darius Panahy	Jane Panahy
12th	91	Debbie Austin	Elizabeth Austin
13th	16	Charlie Newsome	Family Newsome
14th	146	Felix Appelbe	Lisa Appelbe

AUTUMN OPEN

1st	183	Phil King	John Sleep
2nd	167	Simon Gibbens	Andrew Reed
3rd	154	Graham Pike	Tessa Pike
4th	178	Paul Rayson	Julie Rayson
5th	187	Andy Savell	Elizabeth Savell
6th	189	Alister Morley	Freddie Thompson
7th	179	Richard Fulford-Smith	
8th	171	Mike Whitehouse	Karen Whitehouse
9th	160	Tris Stone	
10th	173	Jonathan Britton	Sean Owen
11th	165	Peter Jackson	Paul Engleman
12th	184	David Stone	Gill Stone

1st	19	John Smithers	Peter Hughes
2nd	15	Mike Knowles	Mandy Henderson
3rd	112	Simon Dobson	Nicki Dobson
4th	132	Anthony Lofts	Mrs Lofts!
5th	99	Stephen Galvin	Mark Waterhouse
6th	116	Toby Strauss	Joss Strauss
7th	89	David Sworder	David Fitzsimmonds
8th	74	Andrew Stirling	Stephen Burton
9th	96	Ian Stewart	Wendy Stewart
10th	91	Debbie Austin	Elizabeth Austin
11th	152	Darius Panahy	Jane Panahy

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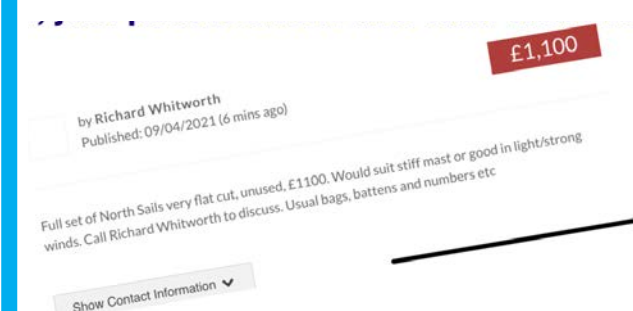
HAVE YOU PUT ON WEIGHT OVER THE LAST 5 YEARS?

There are a number of Yawls that will need weighing this year, please check the list to see if you are on it.



YAWL CLASSIFIED

If you have anything Yawl related that you want to sell, just post it on the Yawl website.



A BEER FOR EVERY OCCASION



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.