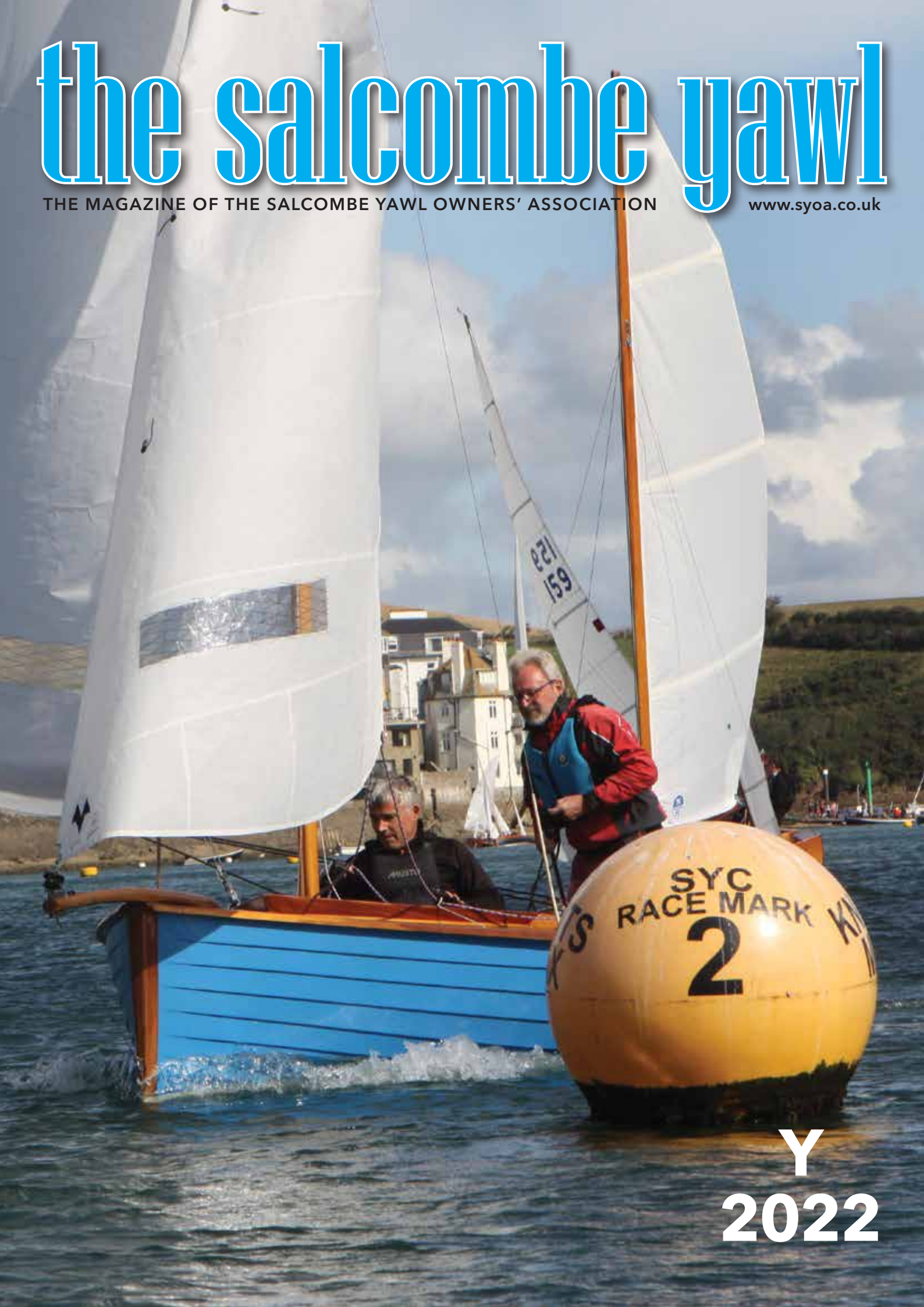


# the salcombe yawl

THE MAGAZINE OF THE SALCOMBE YAWL OWNERS' ASSOCIATION

[www.syoa.co.uk](http://www.syoa.co.uk)



Y  
2022

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# FROM THE CHAIR



The Committee has pleasure in enclosing this year's magazine and we hope you find it interesting and entertaining. The Association website [www.syoa.co.uk](http://www.syoa.co.uk) is updated regularly and has a lot of useful information.

After the loss of virtually the entire sailing and social calendar in 2020, this year saw a gradual return to some form of normality. The sailing calendar was completed almost in full, though with inevitable restrictions, and we were able to enjoy some wonderful times on the water. Towards the end of the season we were able to hold several social events and these were well attended and much appreciated. My thanks to all who helped with their organisation.

Although there have been welcome signs of things improving more generally, recent events, in particular the emergence of the new Omicron variant, remind us that believing that the end of the pandemic has arrived and that we can return to conditions pre-pandemic are premature. We will clearly be living in a disrupted state for some considerable time and so planning will remain a challenge. However at present we are planning for a full calendar of both sailing and social events, including a Beach Boys tribute band event in SYC Regatta week which will be subsidised by the association. We also expect to go ahead with other events such as the Training Weekend which will be our first event of the year.

One of the impacts of the pandemic has been that people are holidaying in the UK rather than risking

overseas travel. That has brought both opportunities and challenges. Salcombe has probably never been more in demand or busier and that has been reflected in a significant increase in demand for anything water based. A result is that demand for Yawls is very high indeed and many boats have changed hands, with a significant increase in new members of the Association. A very warm welcome to all those who have recently joined the class and we hope that you enjoy many happy years with us, both on the water and at the social functions.

An inevitable downside is that the harbour is busier than it ever has been. As a fleet we need to be very aware that many of the harbour users are new to both Salcombe and to boating more generally. It is therefore even more important than ever that we sail in a responsible and safe way, recognising that we need to respect all users of the harbour when sailing socially and particularly when racing when we might be tempted to sail more aggressively than those around us expect. Please bear this in mind at all times.

Wishing everyone well and hoping for a wonderful year sailing in 2022, very best wishes.

**Jonathan Britton** (Y173)  
Chairman  
[jonathanbritton23@gmail.com](mailto:jonathanbritton23@gmail.com)

# MAY OPEN 2021



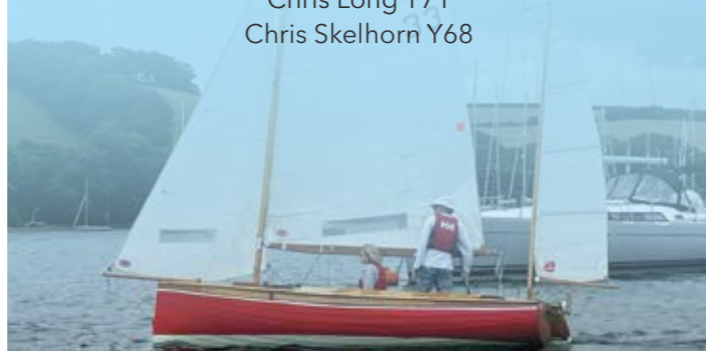
Sue Proudfoot's non sailing husband has given her a wonderful surprise, she was visiting Tristan's boatyard with her mother and sister where she thought they were delivering a card, instead she saw Y14 Blackbird sitting in a corner with a Happy Birthday banner flying on her!! Blackbird belonged to David Gay, Sue's Father and she was sad when she was sold. Now Blackbird is back in the family and we will now have another lady helm in the Blue fleet.



A rather happy tearful Sue.

## NEW MEMBERS 2021

Steve King Y140  
John McLaren Y84  
James Greenhill (A)  
John Bunnell (A)  
Elizabeth Austin Y91J  
Mark & Jane Alexander Y151J and Y87  
Louis Bodmer Y108  
Charles Harrison Y123  
Jon & Nicky Morgan Y151J  
Tim Law Y174J  
Harry Hitchens Y33  
Ossie Stewart Y174J  
Geoffrey Cox Y175  
Chris Long Y71  
Chris Skelhorn Y68



**Hon Secretary:** Allyson Lofts  
**Hon Measurer:** John Donovan  
**Technical Adviser:** Andrew Squire  
**Committee Members**  
Jonathan Britton (Chairman) Y173  
Dr Mike Whitehouse Y171  
Michael Knowles Y15  
Stephen Galvin Y99  
Will Henderson Y168

## THE TALISKER WHISKY ATLANTIC CHALLENGE

Guy Rigby who sails Y155 and used to sail with Richard Murray who sadly is not with us any more has embarked on the Atlantic Row with David Murray Richard's son.

On December 12th 2020, in San Sebastian port in La Gomera, on a clear bright morning, Guy Rigby and David Murray climbed in to their perfectly designed 24 foot rowing boat. They aimed that boat at the horizon, pushed away from land, and began to row.

Their intention? To row 3,000 miles across the Atlantic Ocean in what is known as the world's toughest rowing race.

But what propels their story from fascinating, to downright mind boggling, is that these two are not the muscle-bound young rowing scholars you might anticipate would take part in this race. David and Guy are a couple of entrepreneurs and business owners, who are 56 and 68 years old respectively - and that makes them the oldest pair ever to row any ocean.

Their reasons for taking on this challenge are two fold:

- This is a personal challenge that excited and fulfilled their yearning for adventure. And it really is an adventure. There are far more people that have climbed Everest than have rowed an ocean.
- They are also raising money for UnLtd, a charity that finds, funds and supports social entrepreneurs in the UK. In his role at Smith & Williamson, Guy worked with entrepreneurs to grow their businesses, and witnessed the positive impact of entrepreneurship on wealth and job creation. However, he was keenly aware of the obstacles faced by aspiring entrepreneurs from marginalised backgrounds, including women, people with disabilities and those from minority backgrounds.

During this challenge they have witnessed whales and dolphins, admired end to end rainbows, and marvelled at incredible starscapes. Conversely, they have battled storms, been knocked clean off their seats by waves, and dealt with the extreme solitude that rowing an ocean brings.

But it's perhaps this extreme solitude that brings the element of magic that they were looking for - it allows the pair to be almost permanently present in their thoughts. No distractions from technology or people...just themselves, and a pair of oars, for weeks and weeks.

David and Guy row individually in 2 hour shifts; one rowing whilst the other one sleeps. On their sleep shift they will have to cook, eat, do any navigation or communication they need to do, undress, then sleep, only to wake up 10 minutes before their next shift so that they can get dressed and be ready to go again. This means they'll never sleep for longer than 90 minutes at any stage of the crossing!



The crossing is completely unsupported. There is no sailing boat bobbing alongside of them. They have everything onboard they need for the entirety of the crossing, including over 5,000kcal of food each, for every single day!

Each team will row in excess of 1.5 million oar strokes during a race.

- Team Fortitude IV achieved the fastest 24 hours ever with 107.45 nautical miles covered.
- The fastest row across the Atlantic was a four man team The Four Oarsmen who finished in 29 days, 14 hours and 34 minutes
- At its deepest, the Atlantic Ocean is 8.5km / 5.28 miles deep.
- The waves that the rowers experience can measure up to 20ft high.
- Each rower is expected to use 800 sheets of toilet paper during their crossing.
- In the 2016 race, solo rower Daryl Farmer arrived in Antigua after 96 days, rowing without a rudder to steer with for nearly 1200miles/40 days.
- The fastest solo across the Atlantic was Mark Slats who completed in 30 days, 7 hours and 49 minutes.
- Rowers burn in excess of 5,000 calories per day.
- There is no toilet on board - rowers use a bucket!
- The average rower loses around 8kg during a crossing.
- In the 2018 race, solo rower Kelda Wood (Row 2 Raise) was kept company by a whale for nearly 7 days.

The charity fundraising link is:

<https://www.crowdfunder.co.uk/p/the-entrepreneur-ship>



## WORLD RECORD HOLDERS

Team The Entrepreneur Ship 2021 crossed the finish line on Thursday 3rd February 2022 at 11:52 local time. Guy Rigby and David Murray from the UK spent 53 days, 3 hours and 42 minutes at sea crossing the Atlantic Ocean. Congratulations Team The Entrepreneur Ship!

They have set a New World Record for being the oldest pair to row any ocean with a combined age of 124 years and 301 days at race start. This record has been officially adjudicated by Ocean Rowing Stats.



# THE YAWL TRAINING WEEKEND



The Yawl Training weekend this year is on the evening of the 22nd the 23rd to 24th April with Richard Whitworth. This event is free for SYOA members.

**Friday 22nd Evening** at 7.30 Briefing and work in the chart room.

**Saturday morning** on the water by 10am.

**Saturday afternoon** club racing 2pm which will be videoed.

**Saturday evening supper** (please book directly with the club and pay them) and debriefing with videos.

**Sunday morning** 10am possibly in the boat park on yawl rigging or more chart room work dependent on how things go.

Richard will be sending out a questionnaire to all participants and from that he will know what we all want to work on and where our weakness is.

You can check out Richard and what he has done on his website

[www.richardwhitworthsailing.co.uk](http://www.richardwhitworthsailing.co.uk)  
Please book by sending an email to [andrew@andrewstirling.com](mailto:andrew@andrewstirling.com)



THE YAWL SUPPER WITH A HALLOWEEN FLAVOUR AT THE SWALLOWS NEST IN OCTOBER WAS GREAT FUN VERY WELL ORGANISED BY PENNY REED, THE VENUE AND THE HALLOWEEN DECOR MADE FOR A GOOD EVENING.

THE PHOTOS SAY IT ALL.



50° 14' 22.704" N - 3° 46' 10.254" W

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The Salcombe Boatstore



@salcombeboatstore

# THE PORTSMOUTH YARDSTICK SCHEME

The Portsmouth Yardstick (or Handicap) Scheme has been around since 1947, and was originally developed by the Langstone Sailing Club. The objective of the handicap is to help clubs organize fairer racing between boats of different classes and is applied to the elapsed time taken to sail a course. The Portsmouth scheme is now administered by the RYA and the figures are updated yearly. The calculated figures are averaged from the annual returns of over 150 clubs from all over the UK. Thus, the RYA emphasize that the numbers are only a guide and clubs should adjust them where necessary.

My first recollection of a Portsmouth handicap number was in about 1960 when I sailed a Solo which had a handicap number of 103, I think the Yawl's number was 98.

In 1976, the Portsmouth Yardstick was extended to include multihulls, and with the number of new classes marketed by Laser and Topper the handicap numbers were broken down into four groups, dinghy, multihull, keel and cruiser. With the larger spread of classes and speeds, the base range has been increased twice, and are now roughly centered on 1000, so we now have numbers ranging from about 570 for a Foiling Moth to 1430 for a Cadet.

The following describes how to calculate the Portsmouth numbers. The elapsed time (ET) for each boat in seconds is multiplied by 1000 and divided by its Portsmouth number (PN) to give a corrected time (CT). From the corrected time the best two thirds are selected to produce an average corrected time (ACT). This is done to exclude the 'poor performers' which would influence the ACT. Five percent is added to the ACT and all boats with a corrected time greater than this new figure are ignored, the remaining boats are used to calculate the standard corrected time (SCT).

Using SCT and ET it is simple to calculate the sailed Portsmouth number (SN) for the race. It is then just a matter of comparing the SN to the PN to discover if the boat has sailed better or worse than its expected speed. This is done for every race so that over time it is possible to see if the boat consistently out or under performs its PN. The analysis is usually done every year, and reported to the RYA on the annual return.

As you can see the mathematics are simple but time consuming so I wrote an Excel spreadsheet in the early 2000's when it was my responsibility to calculate the handicap numbers from the racing at Starcross Yacht Club and send in the annual return to the RYA. I then went on to calculate and organize races using Personal Handicap numbers. But that's another story and not for this article.

From the above there are three aspects of the handicap system which are not addressed.

1. No account is made for wind strength. A craft that planes will have a lower number than a displacement when the

wind is strong enough to get up on the water. A boat with a trapeze can only use this to its advantage in stronger winds. But no allowance is made for wind speed. I can see this changing in the next few years when a correction factor will be applied to a boat's PN. We already record wind strengths at the start and end of a race at Starcross, so the data is being recorded.

2. The published PN's are averaged from all the returns from all over the country. There are very few similarities between Salcombe and Mounts Bay other than salt water, but both clubs will be using the same numbers in their handicap races. Hence the RYA advise that the published numbers should only be used as a guide. For anyone who has sailed at the Starcross Steamer over the last many years will have noted that I used the Great Lakes numbers rather than RYA numbers as they are more accurate for the water at Starcross.
3. No account is made for classes that are constantly improving, such as the Merlin Rocket. Back in 2002 the Merlin number was 1024 (Yawl 1105), in 2020 the Merlin number has gone down to 980, whereas the Yawl number has remained the same, presumably as Salcombe YC has not submitted any returns. As the returns are annual, the published number will always refer to the previous year and not take into account any improvements. This is probably why the Steamer has been won most times by a Merlin.

Salcombe Yacht Club is now suggesting that the Yawl handicap be changed from this year and split so that the pre 141 boats use 1125, and newer Yawls 1091 to take into account the improvements in the hull design - this is a difference of 1min 42secs per hour. The Salcombe Yawl is only really sailed in one place so all the information and analysis will have been done by the club. These figures are not set in stone and should be reviewed every year and a return made to the RYA, so that other clubs can benefit from the knowledge gained in Salcombe.

The purpose of the class handicap is not to penalize the better sailors, but to allow for the difference speeds of boats, so that the better sailors will win no matter what class they sail. If you want to penalize the better sailors then a personal handicap has to be applied. It is easy to fall into the trap of thinking that the class handicap will allow helms with less skill to beat better helms, this is not it's purpose.

Handicaps are one of the emotive aspects of sailing. Everyone thinks that their class is unfairly treated by their handicap and they are constantly being put at a disadvantage when sailing against other classes. The other way of looking at it, if everyone is unhappy with the figures, then they are probably about right.

To show how the mathematics work, I have made up an imaginary Yawl race with 6 boats from both the red and blue fleets, for simplicity no other classes are involved, but the principle is the same. I have rounded the numbers up to keep it simple.

Corrected time (CT) in seconds = Elapsed time (ET) x 1000 divided by Portsmouth Number (PN)

	PN	ET	ET (Secs)	CT
Yawl 1	1091	1:33:40	5620	5151
Yawl 2	1091	1:37:15	5835	5348
Yawl 3	1125	1:37:45	5865	5213
Yawl 4	1125	1:39:05	5945	5284
Yawl 5	1091	1:40:07	6007	5506
Yawl 6	1125	1:50:36	6636	5899

Average Corrected Time (ACT) = Average two thirds of finishers = Yawls 1 to 4 = 5249

ACT plus 5% = 5511

Standard Corrected Time (SCT) calculated from Yawls with CT less than ACT = Yawls 1 to 5

SCT = 26502 / 5 = 5300

Sailed Portsmouth Number (SN) = CT x PN divided by SCT (5300)

	PN	CT	SN	SN - PN
Yawl 1	1091	5151	1060	-31
Yawl 2	1091	5348	1101	+10
Yawl 3	1125	5213	1107	-18
Yawl 4	1125	5284	1122	-3
Yawl 5	1091	5506	1133	+42
Yawl 6	1125	5899	1251	(+126)

## Analysis

Yawl 1 has sailed 31 points under its published PN, Yawl 2 10 points above etc. Yawl 6 is ignored as its CT is greater than ACT plus 5% and considered a 'poor performer'.

The analysis of Yawls 1 to 5 is -

Yawls with PN of 1091 sailed the race -31, +10, +42 average +21

Yawls with PN of 1125 sailed the race -18, -3 average -11

So, for this race only the figures would suggest that the PN for the red fleet should be 1091 + 21 = 1112 and the blue fleet 1125 - 11 = 1114.

This has to be done for every race, for every finisher, throughout the year and accurately. Quite an undertaking to do manually, hence the Excel programme!! At the end of the year the figures are averaged and a return sent into the RYA.

John Donovan - Jan 2022



Salcombe Yawls that have changed hands over the last year if I have missed one I'm sorry.

I think this is very exciting for the fleet, this coming year is going to be very interesting on the water, bring it on.

Y14	Sue Proudfoot
Y68	Chris Skelhorn
Y87	Mark & Jane Alexander
Y160	Jon Morgan /Malcolm Strang
Y161	Andrew Stirling/Stephen Burton
Y150	Simon Dawes
Y75	Tim Richards
Y136	Neeraj Presed
Y71	Chris Long
Y90	Jurriaan de Munck/S Reid-Rowe
Y95	Guy Gerrish
Y108	Louis Bodmer
Y33	Harry Hitchen
Y91	Debbie Austin
Y123	Charles Harrison
Y140	Steve King
Y168	Will Henderson
Y174	Tim Law/Ossie Stewart
Y175	Geoffrey Cox



# PETER NIGEL "SPUD" ROWSELL

## MASTER BOATBUILDER & CHAMPION SAILOR

9th April 1943 to 24th June 2021

### *A beacon of success*

One of Exmouth's characters and friend of Salcombe passed away in the royal Devon and Exeter hospital having bravely fought a degenerative disease. A war baby he affectionately became Spud after his father remarked he is very round he looks like a potato. The nickname stuck.

Born the youngest of four brothers his siblings had already shown promise at dinghy racing and it was not long before he learned how to sail. The potential of the Rowsell brothers as competitive sailors was soon noticed and he soon won his first medal at a coronation regatta in 1953.

He left school in 1959 to join his older brother Brian at the family boatyard as an apprentice boat builder and within six months he had mastered the skills needed to build his own National 12 dinghy in which he was placed ninth out of 200 boats at the national championships the following year. At 18 he had arrived.

He stayed in the class for another two seasons but soon found he had outgrown it and needed another challenge. The Merlin rocket class was to provide the solution as it was a boat the Olympic aspirants favoured and the level of competition in that class was extremely high.

By now Spud had become a full partner in the business which became Rowsell Brothers. The Merlin rocket became the mainstay of the business for the next two decades. Over that time the firm built 325 Merlin rocket dinghies along with several one off boats for other classes and it was during this time that Spud together with his crew Jon Turner had probably their most successful time winning the Merlin National Championships twice, being runner up four times, and third on another. He also won the Inland Championships and twice won Salcombe week. The pair were almost untouchable when it blew hard. Spud had achieved his dream.

As a champion sailor it is no surprise that he would be invited to race in international regattas. He was invited to sail 16 foot skiffs in Australia, participate in Olympic selection trials in the Flying Dutchman class twice, in a Star once and in the Soling class twice.

Spud was a member of the RNLI for over 20 years and responded to many shouts, he served on the big boats and also became a helmsman of the inshore lifeboat and on one occasion along with his brother Brian, were awarded the RNLI vellum for courage and determination in completing a mission.

His next venture was the round Great Britain and Ireland race in 1982 in partnership with Mark Gatehouse. They built a 50 foot trimaran called The Challenge Designed by Phil Morrison and it raised a considerable

sum of money for the then newly built Exmouth swimming pool.

It was about this time that Brian his brother surrendered his interests and a new company Rowsell Morrison was established and this enabled a move into building bigger monohulls, catamaran's and trimaran's using the techniques developed from their experience in the Challenge culminating in the build of a 60 foot monohull intended for the round the world race.

The partnership created the design for the RS400 and RS200 dinghy's. Ventures into creating transatlantic rowing boats and other innovative projects followed. By 1991 Phil had become involved in designing Salcombe Yawls. Graham Pike, a long time friend and client for whom he had built several Merlin rockets asked Spud to build him a Yawl to the Morrison design, Spud was keen to try his hand at traditional boat building and agreed. And hence a new chapter in Spuds life story began. Over the next several years he built nine more Yawls and he also built one for himself winning the hotly contested Salcombe regatta, in 2002 2004 and 2005 he won again in 2011 in a boat built by his crew Kevin Driver, this was not long after he had a major heart operation.

It is said that behind every successful man stands a strong woman in 1966 Spud married Janet Gregory. Jan as we know her was of great support to Spud throughout his career and right up to the end. She presented him with two sons and two daughters all of whom enjoyed the water and joy of sailing.

In his retirement years Spud and Jan spent a month each year sailing on their catamaran in the Caribbean and in the months before he died Spud wrote an autobiography "Living my Dreams." On the back cover he says "little did I know when I gained my passion for sailing at such an early age that it was to form the basis for my entire working life as a boat builder and sailor. I think it is true to say that if I had my time again I wouldn't have it any other way"

Spuds funeral was held in Exmouth on the 9th July at a beautiful Church overlooking Exmouth.

He will be sorely missed by his family and all those who knew him and shared his adventures.



Photographs: courtesy of Exposures, can be purchased at [www.exposures.co.uk](http://www.exposures.co.uk)

# Y95



Yawl 95 is being brought back to life... Guy Garrish



New deck now on and varnishing has begun. It's looking stunning.

## MEASUREMENTS

With so many new Salcombe Yawl owners, I thought that an explanation/reminder on the rules about weighing/measuring might be helpful.

To be legal to race, a Salcombe Yawl must be owned by a paid up full member of the Salcombe Yawl Owners' Association and have a current Certificate of Measurement and Registration.

On the sale of a boat the certificate is invalidated and the new owner must arrange for the boat to be weighed and checked by our official Class Measurer, John Donovan, and a new certificate will be issued in the name of the new owner/s.

Under the 5 year rule, boats must be weighed and checked every 5 years to keep the certificate valid. This is just a check that the boat is still legal. If found to be underweight then this will have to be rectified and the boat officially weighed by the Class measurer and a new certificate issued.

Any correctors must not be removed without involvement of the Class Measurer.

Please take time to read your Measurement and Registration certificate and note that when modifications or rebuilding is carried out the boat must be re-measured.

I draw particular attention to mast replacement. New masts must be checked by our Class Measurer.



A list of Salcombe Yawl weights and the dates they need to be re-weighed under the 5 year rule is on our website. Please check this if you think it may be time for your Yawl to be re-weighed and arrange for it to be done before you launch for the season. Boats must be weighed dry. We have arranged a couple of weighing sessions. Please contact Mike Knowles or Andrew Squire to arrange weighing.

**Allyson Lofts** SYOA Secretary  
Happy sailing

### Weighing Dates

If your Yawl needs weighing and I believe there are a few, we have two dedicated days when your Committee will assist.

Weighing days **Friday April 22nd** and **Friday April 29th** or prior to launching by arrangement. Contact Andrew Squire or Mike Knowles [michael.knowles.1@btinternet.com](mailto:michael.knowles.1@btinternet.com)



**Jonathan Britton,**  
**British Business Bank**  
**Non-executive Director,**  
**awarded an OBE**  
**for services to Small**  
**Business Finance**

British Business Bank non-executive Director, Jonathan Britton, has been awarded an OBE for services to Small Business Finance in the New Year Honours.

Jonathan, who additionally chairs the British Business Bank's Audit Committee, has over 35 years' experience in banking, spanning corporate, SME and Investment banking businesses, as well as being a Director of his own small business. Jonathan is also Non-executive Director, Chair of the Audit Committee and member of the Risk Committee of The Charity Bank, which provides finance to charities and social enterprises which might otherwise find it difficult to access funding.



Photographs: courtesy of Lucy Burn

## NEWS

# STONES BOATYARD

*I hope this finds you well and you're looking forward to another season on the water. As our customer interactions have been a little limited over the past couple of years, I thought I'd write a letter to let you know our boatyard news.*



### WELCOME BACK, ROB

The Henderson/Stone connection has gone back many years with my Father Jim, and Rob's father Will, co-owning Y168 Storm and previously Y183 Black Tern. Rob joined us at the yard when he was just 17, working the summers helping to launch and recover the yawls.

We are delighted to welcome Rob back as Boatyard Manager. He and his partner Alice have relocated back to the Shire and we're really looking forward to seeing them both out sailing, as well as feeling fortunate to have Rob back on our team.

*"Having spent almost all of my holidays in the South Hams, and with Salcombe Estuary being my favourite place to sail, it is a dream come true to be living down here and working back at Stones Boatyard. Despite having essentially been paid to yarn about boats for the last 8 years at Lymington Yacht Haven, Lewmar and latterly Harken UK, there is no place like Stones Boatyard. It's going to be interesting to see how my experience in the Marine Industry ("up country" as Tris would say) can be combined with Tris's encyclopaedic knowledge of the local waters, boats and characters of course!*

*It has been great to see the Salcombe Yawl continue to lay on some of the best racing and small boat cruising around. Although I have jumped in Y160 Bluebird a couple of times with Tristan in recent years, my sailing has largely centred around RS200s, RS400s and Merlin Rockets so I'm looking forward to getting afloat (and generally mucking around) in Salcombe again. Thankfully Alice has an idea of what she's in for, having attended almost every Salcombe Merlin Week since even before she was actually born (apparently)!*

*I am really excited to get stuck into the new season and look forward to seeing you all on the water.*

*Cheers, Rob"*

### YETI

We're proud to have a fabulous and very colourful stock of YETI coolboxes, waterproof bags and drinkware and we continue to be impressed with the quality of the YETI gear. We're excited to say that this year we will be sponsoring the Whitsun May Bank Holiday Yawl Open Meeting, let's hope for a great turn out!

### TORQEEDO

Alongside YETI, over lockdown we took on a Torqeedo agency. They are the number one electric outboard company and many of you have experienced first-hand how rewarding it is to switch to electric. If we do manage to get planning for the pontoon (read on for more...), our hope would be to convert many of our existing wooden launches to electric.



## PAINT BOOTH

It has been another busy Autumn/Winter with many boats going through the paint booth. We're hoping to have Salcombe Yawl 68 on the water for the first May Bank holiday – she hasn't been used for over 25 years, so it will be wonderful to see her sailing again.

She will also boast a complete Harken hardware and Marlow ropes fitout. Please do get in touch if you have any issues or ideas with regards to your control systems on board (with Rob's input, this service does not have to be limited to your Yawl).

## YAWL SAILS & MASTS

We've had great results with Batt's Sails and our new Salcombe yawl masts which this year won regatta in the Red, Blue and Gold fleet.



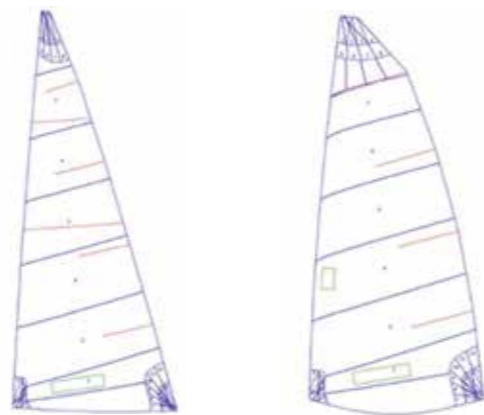
Fun Fact: Batts only fly once fitted to sailboats.

Every Batt Sail is designed, cut and made in the modern sail loft at Bosham, on the shores of Chichester Harbour. Making sails close to the customer and from materials sourced as locally as possible avoids thousands of unnecessary airmiles and other shipping impacts.



Further to this, we have been working closely with Dick Batt on a reduced sail area solution to cater for cruising and racing at the upper wind limit. The result is a well-balanced, easy to handle sail plan (jib&main) that will give confidence where it is sometimes hard to come by.

The reduced area would not just be for those windy days. Check out the photo below of Y14 "Blackbird" back in the 70's, when she was regularly used to give visitors sailing lessons.



## QUESTIONS?

If you would like to get in touch to talk about upgrading your yawl, do feel free to call us, we're always happy to chat.



## PONTOON PROPOSAL

As many of you know, since we built the yard in 2004 we have increased the number of wooden boats we maintain from 10 to 60. We've exhibited Salcombe Yawls on the Classic Boat stand at the London Boat Show, and took Y183 to the Harken stand at the RYA Dinghy Show at Alexandra Palace.



We've restored many old clinker launches which you can see on the estuary today, and we've facilitated articles on the yawls in many boating magazines. We're proud to help look after one of the largest wooden fleets in the UK, and we hope, that in some small way, the work that we do helps to keep the tradition of wooden boats going on the Salcombe Estuary.

The Estuary has seen many changes since we started: Egremont, the boat used as a base to teach youngsters to sail, has now gone, including the ICC club house on Island Street; dinghy berthing is now limited on Small's Beach compared to the days when Shirley Tyler facilitated launching from it; Boat-builders David Penwill, Mike Atfield, Dave Gibbens, Clive Parson and the Salcombe Boat Store repair and restoration services have all sadly closed down.

Furthermore, Salcombe Yacht Club Regatta was once one of the biggest in the UK with over 300 active entries, and now it's down to 134 (160 pre-Covid).

With all of this in mind and with much thought over the past couple of years, we have been trying to come up with solutions that will help preserve Salcombe's maritime history. One of

the issues we have at the Yard is the lack of moorings on the estuary for wooden boats (we currently only have 16 moorings to our 60 boats!), which means we have to keep launching and recovering them for each open meeting/regatta race. This is ultimately costly for sailors and limits time on the water.

Therefore, our proposed solution is to create a yawl landing stage near to the Yard.

We intend to create a floating dock that will hold 20 Salcombe yawls and wooden launches in the deep water channel at Yalton. On the inside of the pontoon we plan to have an electric charging point. Many of you may be aware that we are agents for Torqeedo, the number one marine electric engine company, and the dream would be to have the first ever pontoon in the UK with boats powered solely by wind, electricity or oars. We hope this will set a gold standard for Salcombe and encourage more peaceful boating on the Estuary.

If you have a moment, please do look at our proposal on the South Hams website. If you feel it is something you would like to get behind, do feel free to write a letter of support. Here are the headlines as to how we feel a pontoon will be a positive impact for the area:

- Without the need to launch and recover yawls for sailing weekends, there will be a reduction in road traffic along the lanes.
- It will make yawl sailing on the estuary more accessible, and we hope to bring back Saturday sailing by making it more viable (At the moment there's an 8 year waiting list for a boat park space in Salcombe, and even longer for yawl moorings.)
- We hope in turn this will encourage people to enjoy the yacht club in Salcombe more frequently.
- The facility for electric charging will encourage quieter and greener boating.
- Access from 1<sup>st</sup> March to New Year's Day means the sailing season will be extended.

# SUMMER '22

## BOATYARD PARTY!

*Some exciting news....After a 4 year hiatus and with everything we have all been through these past couple of years, we finally feel it might be the right time for a big old knees up. We are planning to hold a boatyard party on Saturday 13<sup>th</sup> August (no sailing the next day!) with live music and delicious food – so please save the date!*

*We feel hopeful that life is finally getting back on track and we can all enjoy a wonderful summer on the water. Look forward to seeing you out there!*





### 2021 RACING SUCCESS

#### EARLY MAY OPEN

- Red Yawl 1<sup>st</sup>/ 2<sup>nd</sup>/ 3<sup>rd</sup>
- Blue Yawl 1<sup>st</sup>/ 2<sup>nd</sup>

#### LATE MAY OPEN

- Red Yawl 1<sup>st</sup>/ 3<sup>rd</sup>
- Blue Yawl 1<sup>st</sup>/ 2<sup>nd</sup>

#### YACHT CLUB REGATTA

- Red Yawl 1<sup>st</sup>
- Blue Yawl 1<sup>st</sup>
- Gold Yawl 1<sup>st</sup>

#### SEPTEMBER OPEN MEETING

- Red Yawl 1<sup>st</sup>

Please ring Rob or Tris to discuss your new suit of sails.

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# CLASSIC NEWS CHOICE Y7

Y7 CHOICE or BRUNETTE as she was named when launched in 1937 for Mr R. E. Morris has now been sold to his Grandson of Westcombe, Salcombe. Choice is the oldest yawl in the fleet and is still very competitive. Built by Morgan Giles of Teignmouth, her fine lines inspired Bungy Taylor to build his first yawl Y61. Choice was not built as a Salcombe Yawl but as a 16ft. day boat with no mizzen or bowsprit. Because she was 16ft R.E. Morris added a mizzen and eventually a bowsprit and she became a recognised Salcombe Yawl. To my knowledge she has only changed hands 3 times in her long life. From R.E. Morris to Tim Street to Dick Taylor and now back to the original family who had her built.

She is having a major refit this winter and will be afloat for the coming season on her original mooring position in Batson Creek.

For myself - after long deliberation, I have decided to retire on 1st April after a lifetime connection with the fleet. I will be handing over the 16 yawls I look after to Matt Makepeace of the Salcombe Launch Company who specialise in looking after wooden boats. They will be in good hands.

Jane and I have bought a Bavaria cruising yacht and I hope to spend most of our time away cruising but only if it is calm and light winds!

I will, however, always be in the background to give advice on racing and cruising and tuition to apprehensive first time buyers and newcomers to the fleet.

Happy Sailing,  
**Scratch**



Y7 racing before the war with mizzen but no bowsprit

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## SALCOMBE YAWL EVENTS 2022

### SAILING

Early May Bank Holiday Open Meeting	<b>April 30th - May 2nd</b>
Jubilee Bank Holiday Open Meeting	<b>Thursday June 2nd, Saturday 4th Sunday 5th</b>
S.Y.C. Jubilee Pursuit Race	<b>Friday June 3rd</b>
Salcombe Town regatta	<b>Monday August 1st - 5th</b>
S.Y.C. Regatta	<b>Sunday August 7th - 12th</b>
S.Y.C. Sea races	<b>Saturday August 27th</b>
September Open Meeting	<b>September 17th &amp; 18th</b>

MINI SERIES		H.W.
This race will form part of the training weekend	<b>Saturday April 23rd</b>	<b>11.48</b>
	<b>Saturday May 21st</b>	<b>10.48</b>
	<b>Saturday June 18th</b>	<b>9.54</b>
1 discard for mini series	<b>Saturday July 9th</b>	<b>14.21</b>
	<b>Saturday July 23rd</b>	<b>14.32</b>
	<b>Saturday September 3rd</b>	<b>10.59</b>

### SOCIAL

Chairman's Drinks party, Watch Hill, Allenhayes Road	<b>Sunday May 1st 6.30pm</b>
Yacht Club Queen's Platinum Jubilee events	See SYC calendar
A.G.M. supper and Beach Boyz event in Cliff House	<b>Tuesday August 9th</b>
<b>Training weekend</b>	<b>Friday April 22nd /Sunday 24th</b>
Weighing days	<b>Boat park Friday April 22nd and April 29th</b>

Contact **Andrew Squire** or **Mike Knowles** or by arrangement before you launch for the season  
[michael.knowles.1@btinternet.com](mailto:michael.knowles.1@btinternet.com)  
Social events organiser: **Penny Reed**



### FAMILY REGATTA PRIZE GIVING



# SALCOMBE YAWL RESULTS 2021



## EARLY MAY

1st	168	Will Henderson	Tristan Stone
2nd	163	Mike Webster	Sue Proudfoot
3rd	178	Paul Rayson	Julie Rayson
4th	187	Andy Savell	Elizabeth Savell
5th	177	David Greening	Fran Gifford



1st	138	Paul Ellis	James Greenhill
2nd	15	Mike Knowles	Mandy Henderson
3rd	84	Graham Cranford-Smith	Fiona Cranford-Smith
4th	132	Anthony Lofts	Allyson Lofts
5th	112	Simon Dobson	Nicki Dobson

## LATE MAY

1st	168	Will Henderson	Mandy Henderson
2nd	167	Simon Gibbens	Andrew Reed
3rd	160	Mary Henderson	Tristan Stone
4th	178	Paul Rayson	Julie Rayson
5th	141	Rob Adams	Heather Adams

1st	19	Freddie Smithers	Pete Hughes
2nd	15	Mike Knowles	Nicola Bass
3rd	97	Andrew Wood	Tim Petit
4th	132	Anthony Lofts	Helen Lofts
5th	61	Nigel Dawburn	Rod Adlington

## FAMILY SUMMER

1st	159	Dan Bridger	Gail Bridger
2nd	171	Mike Whitehouse	Karen Whitehouse
3rd	141	Rob Adams	Bruno Brett
4th	166	Andrew Squire	Sheila Squire
5th	189	Charles Thompson	Freddie Thompson

1st	138	James Greenhill	Lee Bonham
2nd	97	Andrew Wood	Jon Manners
3rd	15	Michael Knowles	Mandy Henderson
4th	155	Guy Rigby	Andrew Sterling
5th	112	Simon Dobson	Nicki Dobson

## SYC SALCOMBE GIN REGATTA

1st	168	Will Henderson	Mandy Henderson
2nd	174	Tim Law	Ossie Stewart
3rd	159	Dan Bridger	Mark Elkington
4th	177	Tim Fells	David Greening
5th	178	Paul Rayson	Julie Rayson

1st	19	John Smithers	Peter Hughes
2nd	97	Andrew Wood	Tim Petit
3rd	132	Anthony Lofts	Allyson Lofts
4th	15	Michael Knowles	Nicola Bass
5th	138	James Greenhill	Barney Greenhill

1st	16	Charlie Newsome	Edward Newsome
2nd	146	Felix Appelbe	Lisa Appelbe
3rd	131	Rod Adlington	Chris Turns
4th	33	Harry Hitchins	Millie Boffey
5th	62	Stephen Cooper	Samuel Cooper

## AUTUMN OPEN

1st	168	Will Henderson	Mandy Henderson
2nd	167	Simon Gibbens	Andrew Reed
3rd	174	Tim Law	Ossie Stewart
4th	183	Philip King	John Sleep
5th	181	Martin Beck	Nick Jenkins

1st	132	Anthony Lofts	Mrs Lofts
2nd	112	Simon Dobson	Nicki Dobson
3rd	138	James Greenhill	Lee Bonham
4th	116	Toby Strauss	Adam Carey
5th	74	Andrew Stirling	Stephen Burton

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