

on the ebbing tide. Paul Ellis will be arranging the event and will prepare details and entry forms in the near future. As this particular Sunday falls between the two regattas there should be a good turnout!

TIMBER!!!!!!!!!!

With only two seasons yawling behind me I have just had my fourth incident with the mast, I though I would share the log with you.

May 1995 - First Blood

When the jib halyard broke during a windy beat but the mast stayed up we seemed to have had good fortune. However, it wasn’t until several months later that we worked out why it was getting so difficult to get under the boom. At deck level the wood had collapsed and the mast was bent like a boomerang.

August 1995 - Generous Jim

On a high spring tide we took the boat to Goodshelter. Jim Stone was to undertake the repair and generously agreed to lend us his mast so we could continue to take part in the Town Regatta. All went well until on the penultimate day the wind got up and the main halyard sheave broke at the top of the mast. The sail fell down and the halyard sliced the top three feet of the mast in two. We made our way back to Goodshelter to show Jim the giant V sign.

The Following Day

With a strong wind forecast for the final race of the Town Regatta I was asked to add ballast to ‘Betty’. Are you sure? I asked Barney. Barney’s mast lasted all the way from the start line to Yalton when there was a loud crack. We took the main down and were in an ideal location for making it to Goodshelter. It was difficult to assess how serious the damage was until we undid the shrouds and the mast just toppled over.

The Other Day

The fourth incident is really embarrassing to describe. On this occasion we were about to launch the boat for the last race of the May open meeting when we got tangled up with some overhead telephone wires. It is sufficient to say that we simply put the detached half of the mast into the boat and headed off to the safety of the garden to sulk!!

.Paul Ellis

ANOTHER ASPECT OF YAWL SAILING

“Rule No. 1. The Salcombe Yawl is a family day boat. Its secondary use is racing”.

I have not raced competitively now for the last 3 seasons apart from the odd race in Y22. I do intend to race again seriously in Y61, but she will not be ready until the ’97 season. During the period of not racing I have discovered a side of sailing I never knew existed - “cruising”. My sailing in yawls and yawls only, because I have never sailed any other dinghy, has always only consisted of a start line and a finish line with total concentration in between the two. I am not for one minute knocking racing, but believe me there is another angle.

The yawl is exactly what Rule One says, a safe family day boat capable of giving the whole family pleasure. It can easily carry 5-6 people for picnics, cruises around the estuary and a sail up to Prawle Point or down to Bolt Tail (weather permitting). It can be beached, anchored, tow a dinghy, and a 2 h.p. outboard is ample to drive it along because of its kind underwater shape (but not in choppy weather - if it were choppy you would have wind anyway). A small suit of sails is a must if you intend to cruise a yawl; the big sails are far too powerful. Our local sailmaker would

always cut down a set of old racing sails, there is no need to buy new. You will be amazed at how well the boat goes with smaller sails.

Two other small points to make it more comfortable if you have over three people in the boat. Take off your tiller extension and rig up an after main sheet horse. A temporary one is easy to rig, with the main sheet still coming back along the boom to the centre box jamming cleat. Remember, with the small sails everything is under much less pressure including you and your crew, you know it makes sense.

Looking after and maintaining as many yawls as I do now, plus my own three, it is almost a full time job. However it is always very interesting to see different ideas by different owners. I get the odd yawl in for sale that has come from away and has only been used for cruising. Usually the older ones are Stone built and they are rigged out just as they left Goodshelter 30 or 40 years ago.

Just to recap, I am most definitely not knocking racing in any way, I have had years of pleasure from racing and I hope to again. But do believe me, there is another aspect of yawl sailing.

|                          |  |
|--------------------------|--|
| Good sailing!            | Scratch  |
| Events for 1996          |  |
| May 25-27                | Open Meeting<br>Sponsored by Tides Reach Hotel         |
| June 8-9                 | Salcombe Classic Boat Festival                         |
| August 4-9               | Yacht Club Regatta                                     |
| August 6                 | AGM at Salcombe Yacht Club, 8 p.m.                     |
| August 10                | Pacemaker Race   |
| August 11                | Team Race  |
| August 12-16             | Town Regatta   |
| August 24-26             | August Open Meeting<br>Sponsored by Charles Head & Co. |
| August 25                | Cocktail Party, 7.30 p.m.                              |
| September 8              | Team Race against Seaview YC<br>at Salcombe            |
| Yacht Club Racing Series |  |
| Summer                   | 29th June-31st August                                  |
| Autumn                   | 7th September-26th October                             |

AGM

The AGM will take place on 6th August, 8 p.m. at Salcombe Yacht Club. As a result of dissatisfaction by some members with the decision at last year’s AGM to ban metal rudder stocks Graham Murrell (Y158) has made a proposal for this year’s AGM:-

“That all Salcombe Yawls with a current, valid certificate should retain the right to be called Salcombe Yawls and thus race in class and that any alterations to the specification that were recently proposed and circulated should apply to any new boats that are subsequently built”.

This would be an amendment to the specification and preclude the implementation of any retrospective legislation. If anyone wishes to propose any amendments to this motion please notify the secretary before 6th June.

YAWLS IN THE PAST

For several years I have been researching into the development of yawl rigged boats from the working boats which took part in races in the Salcombe Regatta during the second half of the nineteenth century up to the present day. When the Yacht Club came into being in the later years of the century there were undoubtedly yawls racing. Unfortunately the excellent and detailed records of races

in this period give no information concerning the rig of the boats involved. The competing boats were handicapped by length but no account was taken of sail area and rig. This situation prevailed until around 1920. The early records of the Salcombe Sailing Club do provide information of the yawls involved in races, and this continues through to the appearance of the modern Bermudan Yawls in 1939. There is a wealth of detail concerning the boats racing up to the early sixties when the amalgamation of the Yacht Club and the Sailing Club took place.

It is however much more difficult to obtain precise and detailed information for the next fifteen years. Local press cuttings provide some help, as do the engravings on various trophies awarded by the Yacht Club. This is the period where any information would be particularly useful and helpful.

If anyone is able to provide recollections, reminiscences, press cuttings, or any information which would help to fill in some of these gaps, I would be most grateful to hear from them. I aim at making clear which were the yawls which were particularly successful in any period and the part they played in the development of the class.

Harris Thorning  
Windrush Cottage, Herbert Road, Salcombe

SEAVIEW 1995

A challenge was invited by Seaview Yacht Club to the Salcombe Yawl Owners Association through a future neighbour of Seve. The challenge was accepted for a series of team races with Seaview helms and crews taking on Salcombe helms and crews. The boats were to be the Seaview Mermaid. The Mermaid is a Bermudan Sloop and dates back over 90 years. They look something like no. 7 Intombi, although not as nice. Seaview sport 12 of these Mermaids.

Sailing a Mermaid is highly regulated with do’s and don’ts, whys and wherefores so much of the fun is taken away before you start. Very unlike Yawl sailing where anything goes, within the rules of course! The teams were split into two, 6 in the A fleet and 6 in the B with 3 helms and crews from each Club in each team. There were two rounds of races and fortunately there is no record of the results - suffice to say that Salcombe were beaten. It would be unfair to say that we were stitched up but it would probably have been easier to have won the Americas Cup.

All this racing took place on Sunday morning before lunch. The crews were ferried out to the Mermaids in big powerful rubber jobs and just had to get on with it. Who would argue with a magistrate, well Penny said that the main halyard shackle was clipped home before Ian hauled up the main. Just as the main was up an extra heave from Ian (no muscle boxes in Mermaids) and ping, down came the main with the halyard and shackle stuck at the top. It just goes to show how strong dentists have to be to keep their patients pinned down whilst inflicting excruciating pain. The brave men of Seaview came to the rescue, scaled the mast to remedy the situation and allow three Salcombe boats in the second race of the series! That was that. Thank God! (It was Sunday). The weather was miserable with continuous rain, an easterly wind and an easterly tide, buoys and marks everywhere and not a photo opportunity in sight, despite carrying a camera. What more can be said about the sailing except that after two races with rapidly improving Salcombe helms the racing was abandoned for the day as lunch was being served. There’s nothing like quitting when you’re in front! Most were pleased to be ashore warm, eating and drinking and talking about what might have been. So much for sailing, what about the sailors? The records (from memory) give the six Salcombe crews, in no particular order, as:-

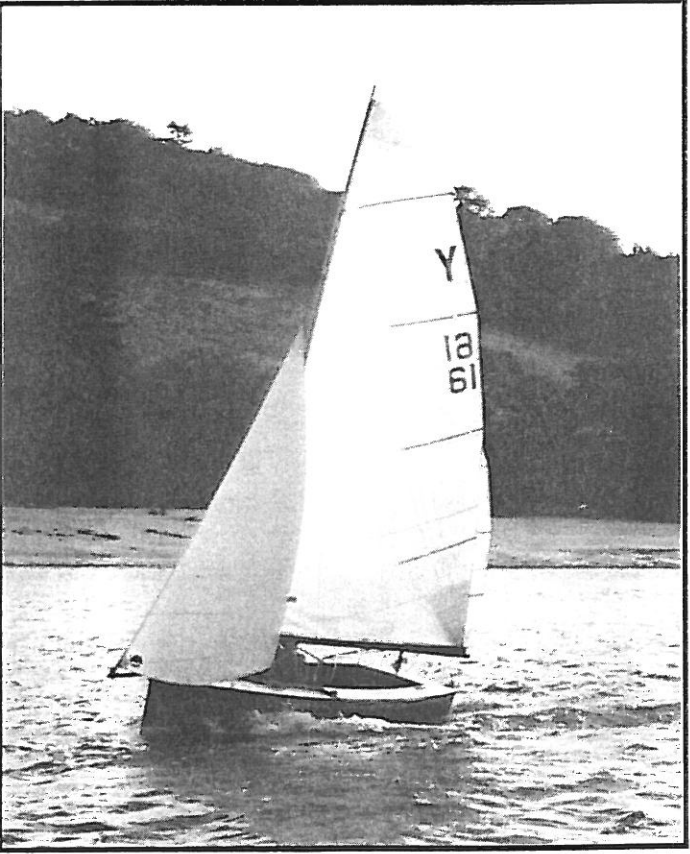
Jon Alsop, Charlie Yeoward, Victoria Gibbens, Simon Gibbens, Woody Woodpecker, Seve Reed, Ian McCormick, Barney Greenhill, Penny Reed, Paul Ellis, Philip and Julie Holland, Malcolm Squire, Richard Gibbens, Jane Starey, Graham and Tessa Pike, Anne Woodward.

Backup was provided by Annie Yeoward, Zeddy Alsop, Jane McCormick, Juanita Greenhill with Jasmine and James, Suzie Ellis with Rosie and Jack (here’s hoping everybody has been mentioned).

The sailing apart, Seaview made Salcombe most welcome with a dinner on Saturday night (with Seve’s joke involving Pamela Anderson and Linford Christie lookalikes). Talking of lookalikes was Zeddy chased by Michael Heseltine and did Seve fall in love with Michael’s wife? The dinner was good fun and left Salcombe sailors in no fit state to concentrate on sailing on Sunday morning. A few photos taken at the dinner were destroyed for fear of being misinterpreted and litigation. Paul Ellis lost the “not allowed to smile” game despite 3 attempts, as witnessed by Philip. Who was photographed outside Parkhurst Jail? Were they being released or just visiting and not collecting £200.00? Who sat next to the blonde at the dinner and never stopped talking? Had Dennis Connor turned up everything could have been very different, instead we had a brief appearance from Tim Law, a poor substitute! Who was that with a glass stuck to their posterior?

Woody had a nasty shock on Sunday morning. While walking to the Seaview Yacht Club for ablutions (not absolution) he was hailed from a window by a well known flasher. The horrible sight so early in the morning promptly made him sick, or was it the booze? Charlie’s team took 12 hours to get to Seaview as he had to sell 4 Boston Whalers on the way. Simon and Seve won the mini golf while Graham was caught red-handed stealing shells off the sea shore (just a present for the children). Happy memories. Salcombe looks forward to welcoming Seaview in September.

Have a good season  
Love from Betty.



Y61- (In)famous Yawl from the past, about to make a reappearance?



bring up the matter of Yawl behaviour on the water with the SYC as it should concern us all. Unsporting behaviour on the water brings disrepute to the SYC as well as the SYOA. The SYC want **protests** to stop this sort of behaviour.

**Our Constitution and AGM Minutes**

You will find a copy of our Constitution with this Newsletter. We are going to try and get this rewritten over the winter months. Once a draft has been put to the RYA we will send the draft out with the Spring Newsletter. Several things have happened during my Chairmanship which show that our Constitution needs some revision. One inclusion is likely to be the possible suspension or expulsion of members for certain mis-demeanours. The AGM minutes are also enclosed. Please read these and let Judith Rowell know if there are any inaccuracies.

**Programme for 2003**

A provisional programme of events for next year is enclosed. This should be sent out in future years with the Autumn Newsletter so that members can plan their year and not miss out on anything. There is a full and varied programme but I must emphasise that it is only provisional and subject to change. I will endeavour to get the programme on our Smart Groups site.

**Timing for Pursuit Racing**

The pursuit race this year was a great success. It is felt that some refinements should be made to enable more accurate handicapping which should lead to more exciting racing. To this end next year all Yawl race competitors will be timed. This will be fed into a computer so that a handicap can be established for each sailor, **not** the boat.

**Golf**

Phil Holland tells me that he wishes to relinquish the Golf Captaincy and hand it on to somebody else for the further progress of this very well supported part of our Association. Suggested dates for next year's Golf Day have been pencilled but it needs someone to take on its organisation. Volunteers please discuss this with Phil on 07811 203 169. Thank you Phil for looking after the Golf over the past few years!

**New Class Logo**

The enclosed colour photo sheet shows the new class logo. We will be able to incorporate this with a range of clothing in time for next season. Stephen Parker-Swift, Y65 Avocet, is instrumental in getting this up and running. We are intending to sell these items through our Secretary and hopefully at the SYC as well. Watch this space!

**Hong Kong**

Rumour has it that containers have been ordered and Yawls will be despatched next year to Hong Kong for a Regatta. Nothing is further from the truth. Mark Dowie, Y130 Lyra, would like Yawl sailors to go to Hong Kong next year where Mark would organise sailing for us. Paul Ellis has been liaising with Mark but the major problem has been finding a suitable date. For further details contact Paul Ellis - 01548 521 353.

**Weights and Measures**

In 2003 we intend to do random checks to see whether boats conform to the Rules and Specification. This will include check weighing of boats without prior warning. The most difficult thing to check is the weight of boats as this takes some organising. We are without a rule for an all up sailing weight so any weight checks would require a boat to be de-rigged at the point of the check. This weight checking is most likely to be carried out following racing so be prepared to be inconvenienced. I mean being kept away from the bar, of course! In the meantime if you believe that any boat transgresses the Rules and Specification of the class in any way please bring it to the attention of the Committee in writing via the Secretary for the matter to be dealt with. Mutterings do not resolve any suspicions but positive action or a protest will.

I'm pleased to say that John Murrell, Y159 Astrea, SYC Sailing Secretary and Administrator, has completed the RYA Sail Measurers course and is now able to measure all sails. Registered RYA sail measurers are now issued with an official RYA stamp, which both Johns will be using at some time in the future. Before they can use them our Rules and Specification have to be vetted and approved by the RYA. This has been put in hand.

**Rules and Protests**

At our last Committee meeting it was voiced that there was a general lack of knowledge of the Racing Rules of Sailing. The upshot of this is that when an incident occurs on the water there is uncertainty as to what is right under the Rules. As a result no protest is made and and nobody is any the wiser. We can all brush up on the Rules, however well we think we know them, Then if an infringing boat does not exonerate herself when requested to do so you should lodge a protest. The SYC tell us that they are well prepared for any protests so don't feel you are inconveniencing others apart from keeping them from the bar. Everyone learns from a protest even if you bring it and you are wrong. A better understanding of the Rules is to everyone's benefit.

**Yawl Website**

Electronic communication was discussed at the AGM. This is something of which I have always been greatly in favour. However getting things set up is a time-consuming job and if members visit our site and it's a bit naff they don't bother again. We have got no further with a site than we were at this time last year. As work has been done already I feel that it is best to pursue that option for the time being. We have a member's site within Smart Groups. David Howells, Y164 Fordyce, set this in motion almost two years ago. David is the site manager and access is by members only following an electronic invitation to join. David needs your e-mail address to send out the electronic invitation for you to join. Please contact David on **david.howells@ukgateway.net** or by phone on 01548 531 703 should you wish to discuss the matter. Following registration of your membership you can access the site on

**www.smartgroups.com/groups/salcombeyawl**

Since the AGM David has sent out 10 invitations, 6 have accepted and 4 have yet to do so. It will take some time to get established but once established the full benefit will be realised. An example would be that entry forms for Regattas and Open Meetings could be displayed and filled out on-line instead of sending out an entry form to everyone. We will persevere despite the slow initial uptake. Please get connected! David and I have just spent an hour reviewing the site. It seems much more user friendly than it was. As I write there is nothing to view on the site but that will change shortly. The changes and updates will be e-mailed to all members so please get your e-mail addresses to David a.s.a.p. Thank you! It's looking good! Enclosed is a guide to help you get connected.

**Your Committee**

As was pointed out at our last AGM (the Minutes of that meeting are enclosed) three members of the five-member Committee are due to step down at the 2003 AGM. To overcome a gap and ensure continuity four volunteers have been co-opted onto the Committee. From this four we should be able to elect the three vacancies which will occur at that time. The volunteers are David Austin, Y91 Shoni, Martin Beck, Y137 Puffin, Paul Ellis, Y157 Tease and Mike Peake,Y165 Bellbird. By the 2003 AGM these four should be well up to speed and able to carry on the good work of your Committee. It is not too late for a volunteer to emerge to take over the Chairman's position which becomes vacant at the next AGM. Any Yawl owning member can be Chairman so should you feel inclined please let me know. The position does not necessarily have to be filled by a Committee member but it would help to be up to speed when you do so. Just a thought!

Take care! Winter well!! Thank you for your support of the Association during 2002. Good Skiing! 2003 will be here before nods-a-winking and another sailing season with it. Let's make it a good one!

Barney

**S.Y.O.A. RACING RESULTS 2002 Season**

**Commissioning Race**

|     |      |                               |
|-----|------|-------------------------------|
| 1st | Y169 | Ian Stewart & Wendy Palmerone |
| 2nd | Y170 | Geof Gilson & Julie Holland   |
| 3rd | Y157 | Paul & Susie Ellis            |

**Spring Handicap**

|     |      |                               |
|-----|------|-------------------------------|
| 1st | Y157 | Paul & Susie Ellis            |
| 2nd | Y170 | Geof Gilson & crew            |
| 3rd | Y169 | Ian Stewart & Wendy Palmerone |

**Early May Open**

|     |      |                               |
|-----|------|-------------------------------|
| 1st | Y160 | Jon Alsop & Andrew Borne      |
| 2nd | Y169 | Ian Stewart & Wendy Palmerone |
| 3rd | Y157 | Paul & Susie Ellis            |

**Sailing Club Series**

|     |      |                      |
|-----|------|----------------------|
| 1st | Y170 | Geof Gilson & crew   |
| 2nd | Y137 | Martin & Cheryl Beck |
| 3rd | Y162 | Roy Thompson & crew  |

**Summer Series**

|     |      |                                 |
|-----|------|---------------------------------|
| 1st | Y169 | Ian Stewart & Wendy Palmerone   |
| 2nd | Y175 | Melvin Honey & Trevor Boardwell |
| 3rd | Y170 | Geof Gilson & crew              |

**June Open (Red Fleet)**

|     |      |                               |
|-----|------|-------------------------------|
| 1st | Y160 | Jon Alsop & Julie Holland     |
| 2nd | Y169 | Ian Stewart & Wendy Palmerone |
| 3rd | Y157 | Paul & Susie Ellis            |

**June Open (Blue Fleet)**

|     |      |                                     |
|-----|------|-------------------------------------|
| 1st | Y137 | Martin & Cheryl Beck                |
| 2nd | Y175 | Melvin Honey & Trevor Boardwell     |
| 3rd | Y65  | Stephen Parker-Swift & Peter Hodges |

**Yacht Club Regatta - Red Fleet**

|     |      |                               |
|-----|------|-------------------------------|
| 1st | Y177 | Spud Rowsell & Justin Aitkin  |
| 2nd | Y157 | Paul & Susie Ellis            |
| 3rd | Y169 | Ian Stewart & Wendy Palmerone |

**Yacht Club Regatta - Blue (Heritage) Fleet**

|     |      |                       |
|-----|------|-----------------------|
| 1st | Y14  | David & Lucy Gay      |
| 2nd | Y106 | Bruce & Mary Fletcher |
| 3rd | Y131 | Tom Newberry & crew   |

**Yacht Club Regatta - Gold ("Old" pre-141)**

|     |      |                               |
|-----|------|-------------------------------|
| 1st | Y126 | David Townend & Allyson Lofts |
| 2nd | Y128 | Tim Hughes & Hugh Ridgeway    |
| 3rd | Y83  | Rob & Heather Adams           |

**Yacht Club Regatta - Gold ("New" post-141)**

|     |      |                           |
|-----|------|---------------------------|
| 1st | Y155 | Robert Louth & Guy Rigby  |
| 2nd | Y164 | David Howell & crew       |
| 3rd | Y161 | " A Ringer" & Sue O'Brien |

**Town Regatta - Red Fleet**

|     |      |                        |
|-----|------|------------------------|
| 1st | Y168 | Will Henderson & crew  |
| 2nd | Y153 | Peter & Cathy Thorning |
| 3rd | Y167 | Seve & Penny Reed      |

**Town Regatta - Blue Fleet**

|     |      |                               |
|-----|------|-------------------------------|
| 1st | Y154 | Ben & Graham Pike             |
| 2nd | Y83  | Rob & Heather Adams           |
| 3rd | Y162 | Charles Thompson & Will Swift |

**Prof. Watkins Memorial Trophy**

|      |                       |
|------|-----------------------|
| Y106 | Bruce & Mary Fletcher |
|------|-----------------------|

**Pursuit Race**

|     |      |                                 |
|-----|------|---------------------------------|
| 1st | Y148 | Hamish McPhie & crew            |
| 2nd | Y101 | David Adamson & Scratch Hitchin |
| 3rd | Y118 | Peter Bieneman & crew           |
| 4th | Y164 | David Howells & crew            |

**Sept. Open Meeting (Red Fleet)**

|     |      |                           |
|-----|------|---------------------------|
| 1st | Y167 | Simon Gibbens & Seve Reed |
| 2nd | Y168 | Roger Tushingham & Woody  |
| 3rd | Y160 | Jon Alsop & crew          |

**Sept. Open Meeting (Blue Fleet)**

|     |      |                                     |
|-----|------|-------------------------------------|
| 1st | Y138 | Barney & Juanita Greenhill          |
| 2nd | Y126 | David Townend & Allyson Lofts       |
| 3rd | Y65  | Stephen Parker-Swift & Peter Hodges |

**Autumn Series**

|     |      |                               |
|-----|------|-------------------------------|
| 1st | Y170 | Geof Gilson & crew            |
| 2nd | Y169 | Ian Stewart & Wendy Palmerone |
| 3rd | Y138 | Barney & Juanita Greenhill    |

**Exe Sailing Club Open**

|     |      |                              |
|-----|------|------------------------------|
| 1st | Y168 | Will Henderson & Jim Stone   |
| 2nd | Y177 | Spud Rowsell & Justin Aitkin |
| 3rd | Y157 | Paul & Susie Ellis           |

**Cork Regatta Week**

|     |      |                    |
|-----|------|--------------------|
| 1st | Y157 | Paul & Susie Ellis |
|-----|------|--------------------|

|     |      |                           |
|-----|------|---------------------------|
| 2nd | Y167 | Simon Gibbens & Seve Reed |
| 3rd | Y172 | Clive & Paul Jacobs       |

**NOTE:** *A report on the week first published in "Masthead" appears later in the Newsletter.*

**YAWL GOLF DAY**

The Salcombe Yawl Golf Day was this year contested over the beautiful holes of Dainton Park Golf Club at Ipplepen which turned out to be ideally suited to the event.

The morning individual competition was won by long time golf day supporter Mike Bartley with an impressive display and 39 points.

The afternoon Helm and Crew Trophy was won by debutant Clive Jacobs with a beautifully crafted round which also saw him win the pm nearest the pin competition. I hope both champions return next year to defend their titles of somewhat less generous handicaps.

Other prizes went to :

Payne Boomer Trophy (Longest Drive) Stephen Parker Swift

Ladies Long drive - Wendy Palmarone

Nearest the pin and birdie am - Mervyn Honey

Most promising player - Charles Thompson

Mizzen Trophy - A J Squire.

A wonderful day in the sunshine was had by all and many thanks to our guest speaker, Ted Pearce who performed brilliantly on his feet all day, and Sue Squire for helping out. Many thanks also to Mr Honey for not breaking his club over the course marshal's head.

Alas, after a number of years looking after yawlie golf, it is time to retire and allow someone else to emerge and take on the day and book a course for next year.

Please don't be shy. I'm available to do cards on the day.

Thanks to all the people who have played, helped and most of all without the kind sponsorship of a few people it would not be possible.

Cheers and happy golfing.

Phil Holland, Y103

And finally,

"Golf course or Intercourse?"

"Hmm, I'll get your clubs".

**CORK WEEK *(first published in Masthead)***

On Sunday 14<sup>th</sup> July 15 Yawls set off up the A38, M5 and along the M4 to Swansea where a picnic was held while waiting to board the overnight ferry to Cork. The adventure had begun. Well over a year in the planning and at 7am on Monday 15th July we disembarked in Cork. There at last! Less than half a mile to the slip and after much activity the Yawls were launched off and in 3 groups were towed the 4 miles to Crosshaven as there was not enough wind to sail! Our mooring was a trot right opposite the Royal Cork Yacht Club (RCYC). With our trailers safely left with the Cork Harbour Company the cars were driven to a village called Myrtleville, not unlike a larger East Portlemouth, where we had rented 8 houses to accommodate the 60 people in our party. A briefing at the RCYC at 12 noon by the RCYC Admiral himself, Dave O'Brien (no relation to the famous Castle Point O'Briens) and we were set for our first race at the Eastern part of Cork Harbour at 14.20 that afternoon. A 4 mile sail to the starting area, much frigging around while the course is set and a race which was over in under an hour. The Admiral, our OOD, didn't realise how fast these old fishing boats go. Tuesday's race was in the same area but we raced around the marks until the OOD thought we were giddy and then finished us. At the suggestion of the RCYC our race area for the rest of the week was moved to just south of Spike Island (the infamous prison island) which is nearer to Crosshaven. By the end of the week things were pretty well set and we were away well in each race despite



3 general recalls out of the 5 race series. The RCYC had organised separate racing for the Salcombe Yawls whereas the bigger boats all started racing in the mornings and out to sea, although all those classes had racing which brought them into Cork Harbour. Cork Harbour is a massive area where a start line a mile long would be possible!! Although the sailing for the whole week was good we could have done with a bit more wind. The best sail of the week was saved for Saturday when we sailed our Yawls back to the slip to put everything away for an early embarkation the following morning. All Yawls completed every race apart from yours truly who recorded a DNF by getting wrapped around the finishing mark in the second race without exoneration. The word from the Committee boat was, "Isn't that Barney a nice fellow he's bringing the marker buoy back to us"! A bad race where everything seemed to get hit! The generally light airs of the week meant that the ever skilful Paul and Susie Ellis in Y157, Tease came out on top with 3 wins. The other two winners were Simon Gibbens and Seve Reed in Y167, Shag and AJ Squire and Budgie O'Brien in Y166, Zenga. The "craic" ashore had to be experienced to be believed where a tented village is erected for the duration of the event which was extremely well organised by the RCYC. At its busiest there would be about 10,000 people enjoying the entertainment, whether organised or spontaneous! We had 2 class events organised in the week. A class party on the Tuesday evening where 60 of us enjoyed a somewhat private event and a final Dinner on the Saturday evening in the Royal Cork Clubhouse. The dinner was attended by the RCYC Admiral, some Officers and staff who had been particularly helpful to us as well a couple of locals who had organised our accommodation. A good, although somewhat late, dinner on our last evening. There was a prize of some sort for just about everyone and an exchange of Yacht Club pennants from our SYC Rear Commodore Sailing Wendy Palmerone with the RCYC Admiral Dave O'Brien. I felt that the RCYC enjoyed our visit as much as we did. They were genuinely welcoming and appreciated that we came as families. There is a welcome back awaiting us in 2 years time. A great deal of interest was shown in the Yawls with many people wanting to have a look over our boats which are quite different from the plastic boats which make up the rest of the Regatta. There was much to see and do for those not sailing where a visit to Cobh, the last port of call for the Titanic should be high on the list. A great week and a must for those who have never been. No stuffiness here! The week went so quickly that when it was over I wondered whether it had actually happened!!

## NOTE

The Ed. apologises for omitting Mike Atfield's "byline" on his interesting article, "Boatbuilding and Apprenticeship", in the Spring 2002 Newsletter.

## WET V. DRY SAILING

*The discussion regarding wet v. dry sailing continues - the following is a letter from Stephen Parker-Swift (Y65).*

I think we have accepted, in my view reluctantly, that we have to acknowledge that dry sailed boats are here to stay. What has to be addressed urgently is the very obvious advantage dry sailed boats have over moored boats. Even if we assumed that a moored **epoxyed** boat doesn't absorb any more water than a dry sailed boat. (We all know that salt water absorbed into the planks doesn't dry out in the same way as rain water. Salt is responsible for osmosis, water retention is inevitably greater). The cleanliness of the bottom of dry boats and not using anti foul clearly is an enormous advantage. Yes we could clean the bottom of moored boats prior to every race but we all know that this isn't practical.

Weight adjustment is I believe the only solution, so the sooner

we weigh the boats that volunteered at the end of the season to be weighed again before being commissioned the better. If there is a decrease in weight of these boats, then the mean average weight reduction should be the correctors weight. Bear in mind that an epoxyed boat also has an advantage over a non-epoxyed boat!! This can never be an exact science but it would go some way to redressing this problem.

## MAIN TOP BATTEN

Further to the letter from Stephen (Y65) in the Spring 2002 Newsletter re Yawl Main top batten the Committee's view is that this is a worthwhile change that should be implemented. Mast stiffening at the batten point of contact would be necessary and details, enlarging on this, will be in the next Spring edition of the Newsletter. This will allow for discussion at the next AGM with possible implementation, if agreed by January 2004.

And finally, members' views are canvassed for the Committee's proposal to hold the


## SALCOMBE YAWL NATIONAL CHAMPIONSHIPS (2003)

This event would take place annually on open water (outside Salcombe Estuary? Lake Como? Hong Kong? Sydney Harbour?) with all boats starting and finishing on a line from a Committee boat. If held in Salcombe, then with the agreement of members and SYC we would perhaps make one of the current Open meetings into a 5 day "weekend". There is general agreement that this season's races outside the estuary have been greatly enjoyed and a start line allowing all boards to compete at once would add a new and challenging experience for the Yawl Fleet as a whole.

Let the Committee have your views!

## YESTERYEAR'S BARGAIN

*From 1967 "Practical Boating"*



**SALCOMBE YAWL**

**FROM — £350 For Home Completion.**  
**TO—£525 Complete with Sails, and all fittings (even a racing flag).**  
**Camping version available. With 1½ H.P. Auxiliary—£685.**

**THE ORIGINAL DESIGNERS AND BUILDERS :**  
**J. STONE & SON**  
**E. Portlemouth, Salcombe**  
**Devon Tel: Chivelstone 242**

This year's bargains:-

### FOR SALE

"If you can't beat 'em - join them dry sailing"

Yawl Launching trolley with car tow hitch. Galv. Works fine! £200 o.n.o. Genuine reason for sale - new combi trailer. Mike Peake 01548 842827

### FOR SALE

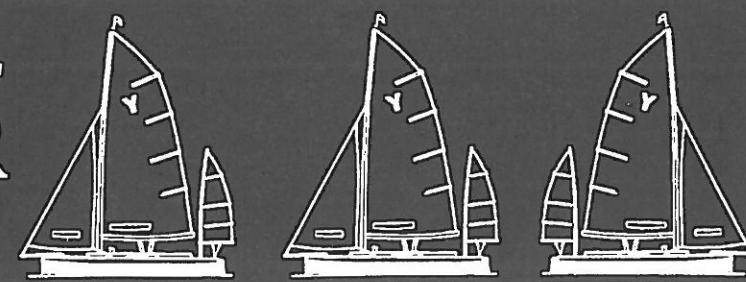
Y168 "Storm". Winner Town Regatta Week, Exe S.C. Open and 2nd Sept. Open Meeting. 2 masts, 2 suits of sails, cover and trolley. Price £25,000. Apply J. Stone, tel. 01548 843470.

### FOR SALE

Y89, Stone built 1972. 2 suits of sails. Good road trailer. Oxford blue hull. Well maintained. £6000. Tel. 01548 844053.

*Any further For Sale / Wanted notices for next Newsletter? Ed.*

# SALCOMBE YAWL NEWSLETTER AUTUMN 2002



## BARNEY'S BUMBLINGS

"The season is underway". That's what I wrote in march and seemingly in the blink of an eye it is over. Yesterday there was a very convivial evening at the SYC with the laying up supper and prize giving. Where's the Autumn Newsletter? Well here it is at last! The problem has been that there was such a full and varied season for the Yawl class that there has not been much time for bumbling. Oh! And I had to actually do some work as well! You know what that is; actually having to waste time, making some of the dirty stuff to earn a living! I suppose it has to be done otherwise we would not have been able to enjoy ourselves as much as we have this year.

There was a pretty comprehensive report of our activities this year in Masthead so I do not propose to repeat the same here. However, importantly, I now realise that not all members of SYOA are members of the SYC. If this is your case and you would like a copy of what we put in Masthead please let our Secretary know. Judith will compile a list to that you can be always kept informed. The season is over and what a fantastic one it has been. The only aberration was that following the conclusive result of the EGM the SYC did a complete volte-face leaving us no time to organise ourselves. As I said at our AGM I would make further enquiries to discover the reason behind this volte-face and report back to you. Reading between the lines, as there is no other reasoning that stacks up, I can only conclude that a very small minority of our members pressurised the SYC into the change for their own selfish ends. This minority was not prepared to accept the will of the majority and relentlessly pursued their own agenda. The membership had endorsed the experiment for this year's SYC Regatta. As the experiment was aborted there can be no conclusion. The good news is that for 2003 the SYC has confirmed that the Yawls can have 3 starts and all in the afternoon!!

I shall now bumble on under headings so that you can read what you want but don't let me catch you not reading everything.

### Skittles

Our winter skittles evenings are well under way and this winter they are being run by Tom Newberry, Y131 Wimpole. Please let Tom know on 01548 842 893 if you are available to play. Tom has struggled for a team some evenings so please just register with him that you could play sometimes. It would be a pity for the Yawl team to withdraw from lack of support. The evenings are good fun. Don't be put off by thinking that you would not be good enough as you should see me play!

### Top Battens and Mainsail Headboards/Revised Sail Measurement

At our last Committee meeting top battens were discussed again and we concluded that following further consultation we would bring a proposal to the next AGM. Stephen Parker-Swift's article is reproduced in this Newsletter. Please direct any correspondence and debate in his direction regarding this matter. John Donovan suggests that the measurements at the mainsail headboard should be revised to allow for more room between the boltrope and the headboard. Some sail makers are not aware that we have wooden masts so they would not necessarily be aware of the potential damage to the track. Remember that the new sail measurements (Rule 9) approved at this year's AGM come into effect on 1st January 2003. A revision to the sail dimensions is enclosed with this Newsletter. Please attach this to your Rules and Specifications.

### Yawl Week

We are trying to plan a Yawl Week instead of the Whitsun open

weekend. The half term holiday should be from monday 27th May (Bank Holiday). The concept is to have a week of sea sailing with **all** Yawls on one start line. If this is not possible because of weather conditions we would have to resort to Estuary racing. We have written to the SYC requesting that they consider the proposal and if approved what would be required to facilitate the week in the way of rescue boats, fleet organisation, sponsorship, prizes etc. The format of the week could be racing Sunday, Monday and Tuesday with a lay day on Wednesday (possibly used for the Yawl Golf Day) with racing again on Thursday, Friday and Saturday followed by a class supper and prize giving on Saturday evening. We are seeking your endorsement and ideas which we will try and implement should the SYC approve the week. Sounds good! Maybe?

### Certificate of Measurement and Registration

Please attach the enclosed addendum to your blue Measurement Certificate. The addendum must be kept with your certificate and attached if possible. The current wording on the back of the blue Certificate no longer applies and the addendum updates Rule 13. It will be very helpful when a Yawl is sold or there is any change of ownership if this addendum could be completed and returned to the Secretary with the blue Certificate. It's all pretty self-explanatory and for a member to certify that a Yawl complies with the Rules and Specification at the point of sale will be very helpful. In the past we have had problems when Yawls have been sold which did not comply with the Rules and Specification or it was impossible to determine when work was carried out on a Yawl putting her out of class. The addendum should be particularly helpful in making a new owner aware of the Rules and Specification. It is not compulsory to complete the addendum but it would be extremely helpful in keeping the SYOA's records up to date when a change takes place.

### Old and New Yawls in Series Racing

We have approached the SYC regarding having separate prizes and trophies for both new and old boats in the 4 series in which Yawls race during the year. At present they race together for a single prize with glassware going to 20% of the entry. By this time next year there could well be 40 new Yawls, post 140 that is. New Yawls are faster and generally owned by the better helms. As one newcomer said to me, "we haven't got a cat in hell's chance of winning a series". This could redress that sentiment and hopefully stimulate more sailors competing in series races. Looks good for Y138 this one!!

### Behaviour on the water

Once again I have to raise this matter and request, plead or beg that Yawl sailors both on and if possible off the water do not do anything to bring the class into disrepute. Our Harbour Master has spoken to me about Yawl behaviour not being what it should be. He gets the general flak from harbour users and usually has difficulty identifying the culprit. We have corresponded with two owners specifically regarding what would be determined unsporting behaviour. It is not a pleasant thing to deal with. We all get frustrated and even angry when things do not go our way which leads to inner torment. Please do not let your frustration and anger affect others unnecessarily. If you have been wronged your redress is to **protest**.

We had a situation in a Regatta when a sailor from another local class wrote a complaint to me. He did not **protest** because he felt that locally we should be disposed to behave well towards each other. The problem is that an incident with another class leads to the whole of that other class getting to know about the incident thereby multiplying the problem. Jane Starey, our representative on the SYC Sailing Committee, was asked to