

Time moves on, and eventually Terry decided it was time to ease up and having passed his seventy-fifth birthday who could blame him. The Regatta that year was the first Terry had not sailed in for sixty years - some record!

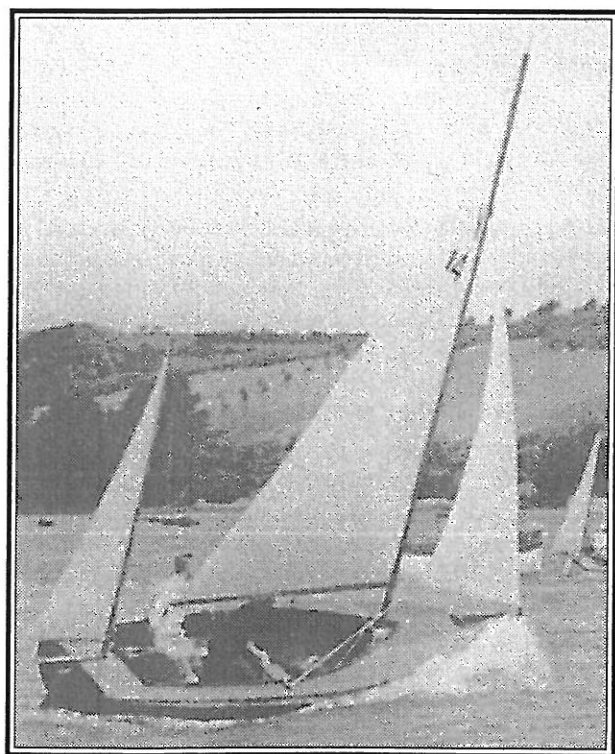
The next chapter in the saga was that I persuaded daughter Lucy to crew for me whenever she was able, and being a P.E. teacher she knows a lot about the psychology of sport. She harangued me about my mental approach - concentrate! she would say, while I spent most of my time trying not to fall about in the boat.

Lucy and I had a lot of adventures together and now we look back and laugh at them; the time when I made a cracking start and was lying third on the Portlemouth shore when I tried to pinch round a moored yacht only to find another boat just to leeward - I ended up stuck in the mooring yoke of a catamaran and that was that race! There were several occasions when we would spend most of a race struggling to keep the mizzen lashed up having either had it felled at the start or hooking it off ourselves on a moored boat. Lucy criticised me for being a fair weather sailor and scared to go out when it was decent sailing weather! Last year she got her way and we did have some wild sails, in fact I experienced my one and only fully fledged broach during one race - quite an experience! Strangely none of these catastrophes ever happened when Terry was helming - funny thing experience!

Perhaps you don't really own such a well-known boat as Y65 - you are the custodian for some years and then you pass on the mantle. She is now nearly thirty years old, has never missed a regatta or open meeting and in her time has probably won more races and raced more miles than any other yawl; I know Stephen will carry on the good work and I hope he derives as much pleasure from her as Bill, Terry and I have.

I have in the meantime become the custodian of an equally famous old yawl, in fact the Grandmother of them all - it will take a lot of my spare time but I hope she will be afloat for her sixtieth birthday. But that, as they say, is another story, which 'Yawl' will hear about another time.

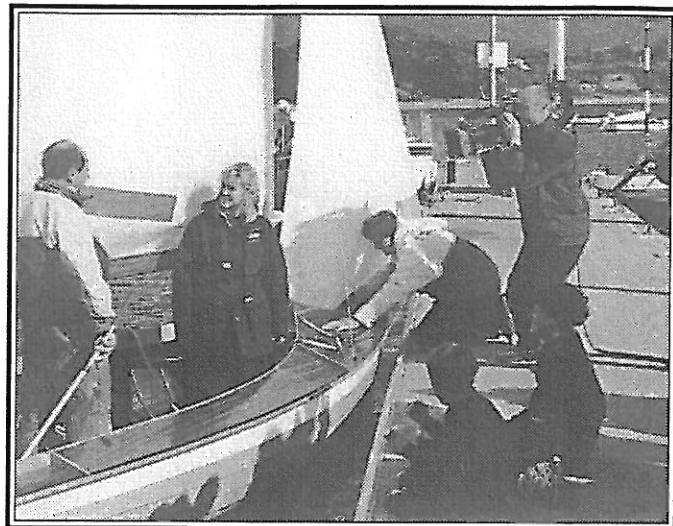
David Gay



Y14 - the Grandmother of them all

## "SAILING WITH A STAR!!"

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



Your chairman's 15 minutes of fame!

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

"Yes", they say.

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

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

Saturday dawns - it's windy.

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

1.30 p.m.

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

1.50 p.m.

2.00 p.m.

2.15 p.m. they roll in.

"Sorry we're late," they pleaded.

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

Sue King the presenter finally appears.

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

"No".

"Can you sail then?"

"No".

"Um - have you got any sailing gear?"

"No, not really".

"What, not even a bikini!"

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

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

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



*"What do you mean, you've never been in a dinghy before?"*

under the foredeck and later either side of the mizzen.

The producer wanted Sue to helm!! Fine until we all ended up in a heap on the floor while attempting to tack off Fishermans. However I did get a cuddle for my brave rescue of the situation.

I had the impression that Sue didn't like sailing before we started and the weather that day didn't enlighten her any more (or was it my sailing?).

"Thank you for a wonderful sail", she lied cheekily for the camera on returning to dock.

"Yes, any time", I responded (two can play at that game).

Why oh why do you always think what you should have said six hours too late?

Oh well, at least they bought the beer.

Malcolm

## Salcombe Boatstore Yawl Open May 3-5 1997

Although it was the sixth Salcombe Open meeting it was the first for its proprietor Ian (Scud) Stewart in his new (old) Yawl 69. His boat showed early promise having only been launched on the Friday beforehand after a major refit. Heavy winds and necessary adjustments foreshortened their weekend but we thank both Scud and Geof Gilson (also a partner in the Salcombe Boatstore) for their continued support.

There were a number of notable incidents over the weekend with David Austin in Y91 and Chris Millward in his new purchase Y128 showing us just how nicely they have antifouled the complete underside of their hulls. Graham Shove sailed without his mizzen which had been stolen and Jon Alsop filled up after a gybe broach.

Simon Gibbens sailing in his National 12 gave the fleet and the watch house some serious entertainment when his impersonation of waterborne line dancing eventually gave way to his attempt at breast stroke whilst Matthew looked on after his 'dry' capsized.

Paul and Suzie Ellis again showed good speed and tactics by winning the Old Boat Class and coming third overall. Jon Alsop and Jeremy Hobbs showed they did have the match of the rest of the fleet but unfortunately missed the Saturday morning race which was costly in the overall result.

Malcolm Squire sailed consistently well whilst his crew sat on the side and got consistently wet. They won the weekend with two firsts and two seconds and retained the trophy for the third (or fourth) time.

In difficult conditions it was good to see Roy and Charles Thompson complete every race in Y109 and Stephen Parker Swift sailing his newly acquired Y65.

Our thanks go to all those in the watch house and in rescue boats because the weather was less than kind.

Seve

## THE STORY OF CHOSKI

What we were looking for was a Yawl with a bit of history and a reputation for performance. We first heard about Choski at a Yawl dinner in London, where we met the Pearsons. They had bought her from Jon Alsop at the peak of her racing career. This sparked our interest, which was fully ignited when we found out that she was one of only four Bungy Taylor boats. Choski **had** to be seen! So that same weekend we drove home to Warrington via Lymington. When we first saw Choski, she was lying in a nursery, which had been her home for several years. It was clear that she was going to need a lot of work, but the decision was made there and then that she would be worth the effort.

Our first problem was to get her up to Warrington. This was achieved in a rather roundabout way, via Salcombe and the Chairman's farm. Here, she caused much merriment to the brothers Squire, who were very derogatory about her, and the somewhat poor condition she was in. They were also rather surprised by the ease with which they were able to lift her on and off trailers!

Once in Warrington, we set about assessing what had to be done to try and return her to her former glory. We weighed her accurately and this confirmed that she was very light. By now she seemed to be bone dry and there were no fittings on her, so we knew we were safe to rebuild using plenty of timber to strengthen her.

The first list of jobs went like this:

- Take all the remaining paint and varnish off, inside and out
- Repair the split planks
- Reinforce the hull via floor beams



little jobs including:

- mizzen mast foot
- bowsprit fittings
- block plates
- holes to cut in deck for shrouds
- holes to cut in coamings for fairleads

Then we gave the decks the standard three coats of epoxy to seal them and turned the boat very carefully upside down again for the last time, to put the finishing coats to the hull.

We had had a lot of debate as to what colour to paint Choski, as we both wanted to try and have a colour that was a little bit different. We eventually decided to try a shade of purple. As I am fortunate enough to have a fully qualified artist on the payroll, Ed was charged with the task of mixing the paint. He requested a tin of navy, a tin of red and some white. This he was duly given and the mixing began. Ten minutes into the job, I went to see how it was going, only to see what resembled a yucky brown which was reminiscent of my childhood attempt at mixing paint! My protestations were ignored and I was told to remove myself and come back when the job was finished. The result you will see on the boat - not quite purple, but it is different and we like it, and the 'powers that be' seem to have deemed it 'aubergine'.

The antifouling we decided on was Micron 2000, as it seems to work well in Salcombe and is polishable. This, we hoped would give a good finish. It also comes in white which would go rather well with 'aubergine'!

By now our deadline of the first event in May was getting very close, so we skimmed a bit on the final coats of paint, which seemed a shame after all the effort that had gone into the boat. But after all we did want to sail her, not just work on her. So two undercoats and one of top coat were all that were applied, but we promised Choski a quick repaint mid season.

Once the hull was finished, all that was left was to put three coats of Original varnish on the decks and fix all of the fittings on. We had a fairly good idea of what we wanted to do in terms of layout, but once you start screwing bits on, quite a few things seemed to get changed! But eventually it was all done, and we loaded Choski onto a trailer and brought her back to Salcombe.

We thought it prudent to have her checked out by the class measurer as although there had been no alterations to the hull we had done just about everything else and there was a bit of debate about her weight. She duly weighed in at 384 kilos which was more by luck than good judgement, but we were very happy. After the usual helping of teething problems, we sailed as planned at the first meeting, which was far windier than we would have liked! Choski stayed together well and so far has survived everything that has been thrown at her.

We have had all sorts of advice from all sorts of people on all sorts of things to help us with this project for which we would like to thank everybody. Most of all I would like to thank Wendy who really did all the hard work and the grotty jobs, while I did all of the nice ones. But as they say in the films, "Somebody has to do them!" Now all we want is to enjoy the experience of becoming fully involved in what we think is one of the best sailing fleets there is.

Only one thing remains a mystery to us - does anybody out there know how Choski got her name? We have had those two well known archivists Harris Thorning and Ted Pearce on the case, but as yet they have drawn a blank. We would dearly like to know, so if anyone can help please get in touch.

Ian Stewart

## SECRETARY'S JOTTINGS

First of all apologies for the late arrival of the newsletter and notices. Everything seems to be happening late this year - including summer!

Enclosed with the newsletter are the 1995/96 Accounts (which thankfully show us once again "going to windward"), a ridiculously small demand for money for this year and the official Notice for the Annual General Meeting.

Curiously, this year no motions were received from the membership (phew!) so the Chairman and Measurer (with a little help from the committee!) have dreamt up some to keep us entertained on the evening.

The first is a tidying up of an anachronism to do with masts. As modern large sails put ever more stress on the mast several members have repaired or replaced these masts and removed the old-fashioned bolt through the hounds to hold to the shrouds and forestay with a stainless band affixed right round the mast. This spreads the load better than the bolt which had a habit of trying to work its way down to the deck! The anomaly was correctly spotted by Geof "Eagle Eye" Gilson and brought to our attention at last year's AGM. The Committee unanimously agreed that the mast band was a good idea and that the old "bolt" reference should be removed from the specification if the membership agreed.

Motion (ii) recognises the fact that many people are too lazy to haul down the burgees anyway so don't bother with having a string to remind them! - or maybe they would rather put a Windex on the end of the bowsprit to catch other "port" mizzens.

Motion (iii) is recommended by the Measurer to retain the current "look" of the sails. Only two sails have been made which do not conform to this size which are considered not to be aesthetically pleasing!

## Diary Dates

**Yacht Club Regatta** 10th - 15th August

**AGM** 12th August 8 p.m. at the Yacht Club

**August Open Meeting** 23rd, 24th, 25th August

**Cocktail Party** Sunday 24th August, 7 p.m.

(Members' guests welcome, £1 per guest please)

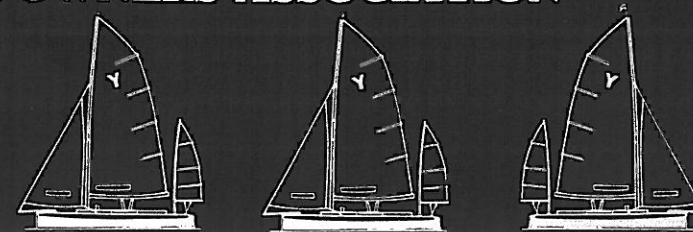
## List of Owners

The latest membership list of Yawls and their "known" owners is enclosed. Please let me know of any changes, anomalies, inaccuracies or deliberate libels you can see so at least I can try to extract money from the right people!

## THE SALCOMBE YAWL OWNERS ASSOCIATION

# NEWSLETTER

## JULY 1997



Y65 - "A bone in her teeth"

## FROM THE HIGH CHAIR

Welcome to another year of yawl sailing in (hopefully!) beautiful sunshine and glorious winds. At least so far the wind has certainly been generous.

It's nice to see some new faces (and some old faces again) in the fleet as a few boats have changed hands during the winter layup. These include Chris Millward (128) who thought our AGM needed livening up, and Ian (Scud) Stewart (69) who with the help of Wendy has nearly completely rebuilt 'Choski' to a virtually new boat. Welcome also to Mike (Budgie) O'Brien (161) who joined late last season.

Sadly during 1996 we had to say goodbye to Alfred Doulton. Alfred had been associated with the class for many, many years including a spell as chairman during some difficult times. No one will be able to forget his friendship and his ability to say the right thing at the right time - a true gentleman.

1996 also brought one of the best yawl events for many years - I refer of course to the team race. Paul Ellis revamped it into a trip to the Crabshell which somehow coincided with the beer festival and entertainment from the local Lions Club. Thank you Paul.

Your committee has been considering a few rule changes mainly concerning sail measurement. The new rules (if passed) will make the class conform to RYA rules and mean that any RYA measurer will be able to measure your sails. Perhaps a help to those living away.

We are also considering more rules to limit the size of sails as a few modifications have happened in the last years. Any thoughts on this would be appreciated. Indeed if you have any comments on the class/events please let myself or any committee members know.

Happy Sailing.

Malcolm

## SOME MEMORIES CONCERNING Y65

We were down on holiday in the mid-seventies staying at the family holiday house in Portlemouth when Terry Stone, who was doing some painting for us, and I got talking about the old days and National 12s and racing in the 1950s.

Terry was sailing a yawl for Bill Shelvoke and as Bill was unavailable one Saturday, would I like to crew for him? I jumped at the chance. We duly met down at the 'Weald' and paddled out in Bill's dinghy to the yawl. This was my first encounter with Y65 and it was destined not to be the last!

She was painted green and carried the name '777'. I gathered that Bill was a very superstitious man and not only was his first yawl '37' but he also carried the letters '777' on his car registration. At this time Terry and Bill Shelvoke were just about the most successful team racing and every regatta they managed to win just about every race - their big rivals were of course Norman Mallet and Martin Payne in '91'.

In the late sixties Terry and Bill had been sailing '37', I gathered with somewhat mixed results, but 'Brother Jim' had a new boat on the stocks which was said to be a bit different from what had gone on before. Terry managed to try it out one Saturday, before the new owner took delivery and he and Bill won by a mile! On returning home Bill got on the phone right away to Jim and ordered a new yawl to be identical to the boat they had just been sailing - I wonder if 'The Professor' knows of this! This new boat was ready in the spring of 1968 and it was given the number Y65.

They were immediately successful and in spite of Bungy Taylor giving stiff opposition in the controversial '61' they went on to be probably the most successful yawl racing team to date.

After some fifteen years or so of non-stop racing, Bill

## SUBSCRIPTIONS ARE NOW DUE PLEASE

Remarkably they have once again been pegged below the rate of inflation at £10 for full membership (Yawl Owners only) and £2 for Associates.

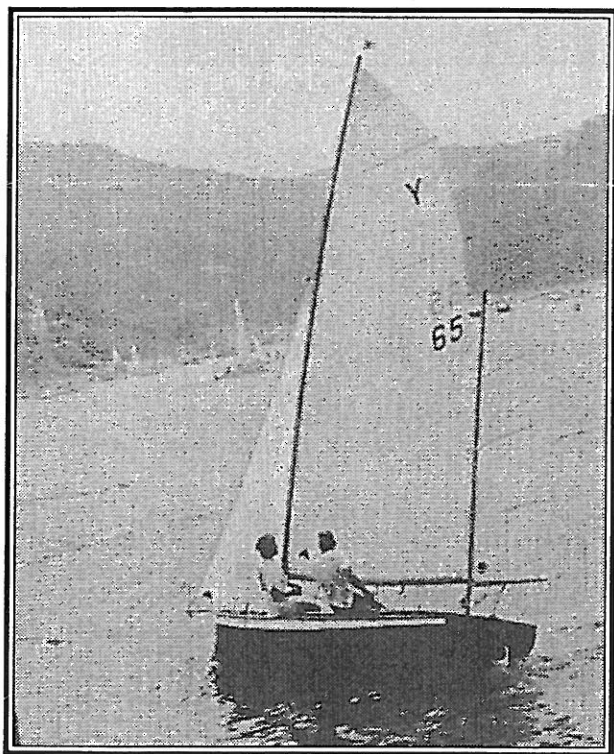


Shelvoke decided that the time had come for him to retire from the fray and gave Terry the opportunity to buy the boat. Terry painted the boat black, the 'Stone' colour, and renamed her 'Avocet'. The change of name was because Bill Shelvoke did not want the numbers '777' on any boat not his.

Terry continued his winning ways and I heard that Joan did not mind Terry winning any of the Regatta Cups provided that he did not win the (??) Auburn Trophy which she hated cleaning!

Now that Terry owned the boat he very generously let me borrow it when I was on holiday, and at last I got the opportunity of trying the helm of a yawl. I recall what a beautifully balanced boat she was with her original sail plan.

I gathered from Terry about this time that dark moves were afoot on the racing scene and Norman Mallet in his constant search for performance had approached Ratsey & Lapthorne with the instructions to build him the biggest mainsail possible within the rules as they then existed. Ratsey & Lapthorne saw that although the batten length was fixed there was nothing to say that it had to come into the mast, and by removing the top batten away from the mast an enormous increase in sail area could result by building a huge roach into the sail. When Norman and Martin Payne appeared with their revolutionary, but perfectly legal sail, everybody had to follow suit. This undoubtedly upset the balance of the old rig, but it did make



Keeping her "going on down"

the boats, although a bit of a handful in a blow, great fun to race and now the old sail plan is seldom seen, except perhaps for cruising.

The effect of all this sail up aloft did funny things with the top of the mast however, and Terry along with others I believe had to scarf a much stiffer piece onto the mast above the hounds. This led to a horrified neighbour remonstrating with Terry outside his garage as he took a saw and cut his mast in half!

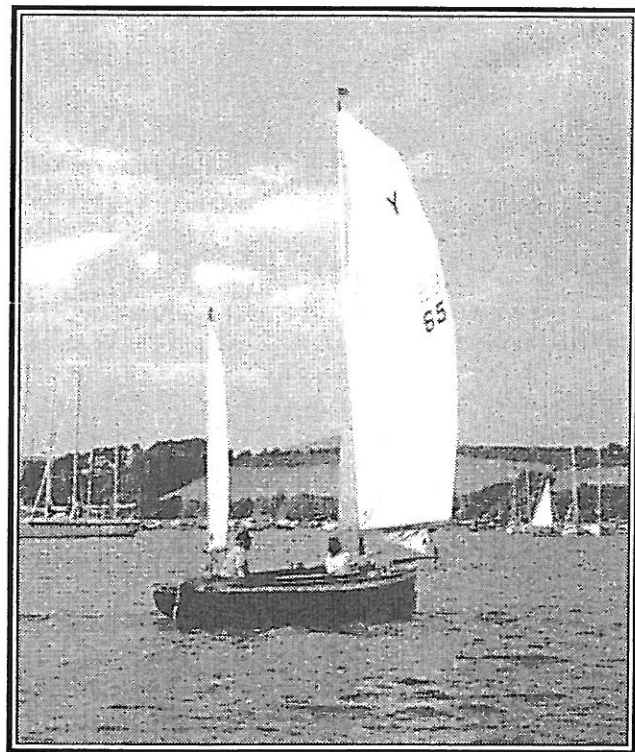
When I moved down here to live in 1987 one of the first things I decided was that I had to have a yawl, and I started to cast around for a suitable boat - could I find one? I looked at more and more possibilities and became very

discouraged by what was available - I remember looking amongst others at Y16 and thinking it would never float again! Well done Geof!

December 1988, my birthday, and I had found a yawl which was a 'possible' but Barbara was dead against it - why? She apparently had a birthday present for me, and early on the morning of my 'happy day' she presented me with an old sailbag - what an odd present! Inside was a sail with the number Y65 on it, one of Terry's old ones. I was still confused, until the penny finally dropped when she said the rest of the present was over at Portlemouth in Terry's garage if I would fetch it.

Barbara had apparently met Terry at Yalton that October getting his boat out and he was not in the best of spirits. He had a cold and he felt that the boat was becoming a bit of a burden as he was shortly to retire and he wanted to do more around the house and in the garden. The deal was done without my knowing, and as part of the deal she asked Terry if he would show me how to sail it properly - Terry was a little hesitant, "I'll see how we get on", was his reply.

For eight years we got on, and thoroughly enjoyed ourselves. I learnt things about the Estuary that I would never have believed, and when I was helming a running



Lucy downwind of the 'St. Bruno'

commentary could be heard, "Luff up here - bear away a bit - head her up just clear of that moored yacht - don't try to pinch her crossing the tide - tack now!!", and always the comment "Keep her going on down", which was what I was trying to do anyway, wasn't it?

During this time we took the decision to modernise the old boat. New ballast keels and bronze centreplates of a new shape were all the rage down at Goodshelter and we decided to be a part of it. I was horrified to go to the shed one day only to find Terry had attacked the boat with an adze and that most of the keel piece was in chips on the floor. He knew what he was doing of course, and that year the boat went better than ever, and at last you could sail with the plate down, not half up as we had to with the old set-up. This problem could have been partially due to the extraordinary bronze plate that Bill Shelvoke had made at Willoughbys Foundry in Plymouth, which was wider at the bottom than the top!

- Redeck completely
- Repaint and refit

..... Very simple really. Didn't seem much if you said it quickly!

We decided to start by stripping the paint from the outside of the hull. This would give us an idea of the extent of the damage to the hull and also help to dry the boat out, if it was at all wet. We used a blow lamp to strip the paint off and had a quick go at the antifouling, but after filling the workshop with orange and blue smoke amid much choking, we decided to revert to paint stripper for the remains of the antifouling. The result was amazing! We discovered an array of split planks, split scarves, open seams and all sorts of other nasties! It was about now that we started to recognise the magnitude of the task we had taken on!

The first of the split planks and scarves were repaired. These were done mostly by deep surgery with a very sharp chisel and the use of filleting epoxy. We then turned the boat over and surveyed the inside. It was a serious mess!

- The paint under the floor was peeling off
- There were more splits that had not been visible from the outside
- The thwart was cracked in several places
- There were several tinglings showing (which could conceal anything)
- The self bailers looked past their best

..... And these were things we could see with a quick look!

It was at this stage that we made a decision that would alter the course of Wendy's life for the next few months. To rebuild Choski would be by no means a single-handed effort. We would both need to work on her, if she was going to be ready to sail the following season. The division of labour was the big question. I have been rebuilding boats since I was fourteen and apart from a bit of a lay-off for the last few years have pretty much kept my hand in. Wendy, by her own admission, is a very willing worker, but not so well versed in the skills of carpentry. And so it was decided that I would do the woodworking and that Wendy would do the real work and strip the inside of its varnish - easily the worst job going!

We tried various different methods for removing thirty years of varnish and paint and discovered that the best tool was prudent use of a hot air gun in conjunction with an improvised tool made from a hacksaw blade, to remove the copious quantities of Salcombe mud that had been varnished into place under the ribs. Two applications of the hot air gun were followed by a good hard sanding with coarse grade sandpaper. Then the good fairy took a turn and Wendy was presented with a small tool that changed her life. This was a sander with a head so small that it would fit inside the area between the ribs. The effect was miraculous, not only to increase speed but to cause much less blood loss from sore fingers!

Whilst Wendy grafted on the varnish, I set about repairing the inside. The thwart was removed, as was everything else from the inside of the boat. All that was left was the centreboard case. Floorbearers were then fitted between every second rib for the whole length of the cockpit, this dramatically stiffening the boat. All the tinglings were removed and the repairs were done properly. A total of thirty split planks were repaired. Ribs were fixed, and about one hundred nails were re-clenched or removed or replaced. Finally, on Wendy's birthday, and much to her relief, the first coat of epoxy varnish was applied. For the technically minded, we used an SRA epoxy system, which is designed

to soak into the timbers and to a certain extent will reconstitute rotten timber. Three coats of this were applied in three days, then left to harden. Stage one was now complete.

Stage two was to turn her upside down and finish off all the repairs needed to the hull and also to do any necessary modifications.

The experts all told us that the unnecessary bits of the keel should come off, so off they came. The shoe was next to be removed, so that we could see the extent of any rot to the centreboard case. What a good job that was! Not only are shoes very heavy, but when they have been on the bottom of a Yawl for thirty-odd years, and held in place with six-inch bronze screws, they do not come off very easily. But come off it did! Fortunately the damage to the case was fairly minor, so we decided to simply clean up what was there and epoxy up inside the box being careful to fill any damaged areas. Another liberal dose of blow-lamping, split plank mending, seam raking, filling of holes generally, followed closely by a lot of very hard sanding and the outside was ready to be sealed. Again it was sealed with three coats of epoxy.

The next job was to put the shoe back on, having spent several hours derusting it, sealing it, filling it and fairing it, to say nothing of redrilling the fixing holes. At this stage it seemed we were at last beginning to put the boat back together. It was much more satisfying to put things on than to take them off! After putting on the shoe with copious amounts of Sikaflex, we caulked the whole hull with this magic mending material. (What would wooden boat repairers do without it!)

We then turned Choski back over, to tackle what to me was the best bit of the whole job - the redecking.

Wendy's euphoria at seeing the boat the correct way up, hull mended and progress definitely made, soon evaporated when she was presented with some sandpaper and a request to sand the whole of the inside and apply three coats of varnish. For the technical amongst you, I am a traditionalist and like Blue Peter Original varnish, which I feel gives a much richer finish than some more modern varnishes, but is more time consuming to use.

So while I set to with tools of destruction stripping off the old decks, the unfortunate Wendy was again on her knees sanding the inside! Again!!

In terms of deck layout we had decided to try and copy what we thought were the best points from several boats we liked. The first consideration was the comfort of the crew (both crew)! So properly angled side decks seemed a must. We both agreed on ribbon deck ply with ash trim.

The actual redecking was comparatively easy compared to some boats I have done, everything being flat (no nasty concave curves). As the class rules dictate, we left the original side decks in place and built up the new ones to the top of the coaming, then tapered them into the gunwhale. The foredeck and stern decks were simply a case of repairing broken deck beams (virtually every one). We also decided to put in a beam between the bottom of the boat and the deck to help hold everything together. Three coats of varnish on the insides and two coats of Danbolene below the floorboards, finished off the paintwork on the inside of the boat.

In the meantime the centreplate had been stripped off completely, epoxied, filled, faired and repainted. We had also been working on all the other bits, the rudder, the tiller, the bowsprit, and the masts, so that when the hull was ready we could put everything back on without any delay. Once all the redecking was completed, there were multitudinous