

THE SALCOMBE YAWL



50
years
Salcombe Yawl
Owners' Association
1966-2016

2015/16



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FROM THE CHAIR

There is certainly some passion amongst the membership for the Salcombe Yawl. My mission is to try to use this to promote more racing, sailing and general camaraderie in the fleet. Like other restricted classes, we have very great issues in trying to maintain and grow membership.

There has been a huge myth developed that the red fleet is aggressive and unwelcoming. Potential new owners are being dissuaded to buy red fleet boats because of this. This is something I want to change, but we will need an association debate sometime in the future to fully air the subject and hear all sides of the story.

The committee will be discussing this at length before it goes public, but we need to understand that the Salcombe Yawl is one class with one Association and one set of measurement rules. We have been lucky to see a growing fleet for something like 15 years, but in recent years there have been no new boats built and numbers are declining. We are all getting older and we are not attracting new members.

Whether the fleet grows or diminishes, things will need to change with the times and this is the biggest challenge facing the Association.

It is a classic dinghy, it does provide a brilliant spectacle in Salcombe, it is a pleasure to be part of and it does attract some phenomenally talented sailors and beginners alike. I will hopefully work to provide a balanced view on progress and very enjoyable social scene. Please let me have any thoughts you have.

So far this year, we have had a really good response to my questionnaires and this has helped me discuss issues with the harbour master. He will be helping look at specific issues with moorings and boat park facilities. He is keen to promote sailing and is open to suggestions for removing the fairway or closing the harbour if numbers and conditions allow. Hopefully, this dialogue and open approach will continue.

We continue to have a good relationship with the yacht club. They run the racing, not us, so we are beholden to them in that respect and I cannot thank them more for the support they have given since I became Chairman. We do need to give something back and I urge you all to take on the race officer/watch house/safety boat duties with enthusiasm and grace. The easier we make it for the yacht club, the easier it will be for us to sail how and when we want.

In promoting yawls, we are exhibiting at the RYA London Dinghy Show and many thanks to Andy Savell for organising this.

There is another training weekend this year organized by John Smithers with Richard Whitworth and I am sure it will be another popular event. Everyone is welcome to any number of sessions.

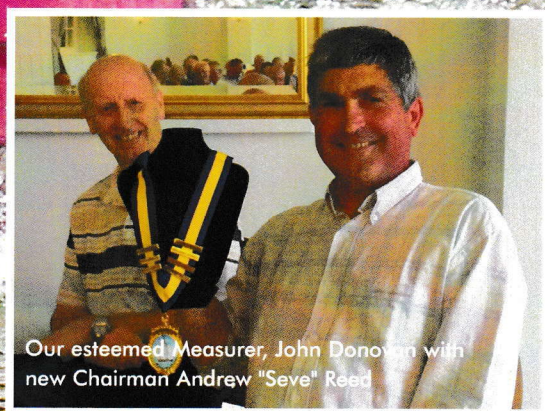
You will soon all be receiving buddy forms and an explanation as to why it is important for all of us to sail within the measurement rules. We are going to try to enable all racers to easily prove their boats comply and it will be a requirement this

year for prize winners to buddy certify their boats and have up to date certificates and weighing documents. Nothing too onerous and nothing that should not be second nature to those who take part.

We are trying to think of new and innovative social events for the upcoming years and hopefully opportunities for just getting together as a group will enhance and generate friendships out of the water.

A big thank you to the committee, Allyson as secretary and John Donovan as measurer. There is a massive amount of work to get through and hopefully the end will see a strong and thriving Association and fleet.

Andrew Reed



Our esteemed Measurer, John Donovan with new Chairman Andrew "Seve" Reed

EARLY MAY OPEN

The May Bank Holiday weekend saw plenty of action in Salcombe Harbour, when the Salcombe Yacht Club hosted the first Salcombe Yawl Open meeting of the year, with 22 Yawls. Saturday afternoon saw light easterly breezes, and the Race Officer, Julian Meek, chose to send all of the fleets "up harbour" toward Gerston on a dank and drizzly afternoon.

In the Yawl "Modern" fleet, Simon Gibbens and Andrew Reed, in a borrowed boat, were early beneficiaries of more pressure in the middle of the harbour, leaving some of the fancied teams, languishing alongside the Cliff House gardens sea wall, though the ubiquitous Will Henderson sailing with Tristan Stone managed to make a strong recovery from a slow start to finish second on the return home.

In the "Classic" fleet, John Smithers and Pete Hughes appeared to have the race in the bag; however an unfortunate broach saw them lose their bowsprit, allowing Simon and Nicki Dobson through to take the winning gun, from Anthony and Francesca Lofts.

The annual Yawl Association dinner saw some bleary eyes on Sunday morning. A more solid Force 3 to 4 Southerly breeze; sailed on a spring ebb tide, made for more interesting racing, and Race Officer Malcolm Mackley sent the fleet to Blackstone, Gerston and then returning to Blackstone.

Simon Gibbens and Andrew Reed made a clean break, and the main competition was for second place, with Will Henderson and Tristan making a good recovery to nick second place from Ian Southworth and Tim Fells.

Ian and Dawn Savell secured the Classic win from Simon and Nicki Dobson. The race after lunch was the most challenging, by the time of the starts; the fleets had to beat into a Spring ebb tide, with an increasing breeze that would reach a solid force 6 by the final lap.

Once again Simon Gibbens and Andrew Reed led around Blackstone pursued by David Greening and Stephen Galvin, who eventually gave way to Dan Bridger and David Jayne followed by Henderson.

This was enough to secure Gibbens and Reed the meeting.

In the Classic fleet there was much excitement, when series leaders Simon and Nicki Dobson succumbed to the increasing breeze, with a capsize, which allowed Andrew Wood and class Chairman Andrew Stirling to take the win.

More benign conditions on Monday saw the fleets make their way up to Millbay, with a shortened beat due to the excessive swell from the previous night's storm.

This presented a most interesting challenge, since whilst the fastest route back through the harbour would be obvious had the fleet gone to the more usual Blackstone mark, the best route from Millbay created some interesting routing decisions.

Southworth and Fells took the initial lead of the Modern fleet, but chose to gybe straight into the

Spring Ebb tide, whilst Henderson and Greening headed straight for the Portlemouth shore, crossed before Smalls Cove to feed in with a healthy lead on the pursuing pack. Henderson then gave a master class in routing around the tidal gates of the harbour, whilst Mike Webster and Sue Proudfoot pulled through to second place, showing excellent speed across Wide-Gates.

The Classic Fleet saw its fourth different winner of the weekend, with Guy Rigby and Tom Crampton-Smith taking the race from the Wood Stirling combo.

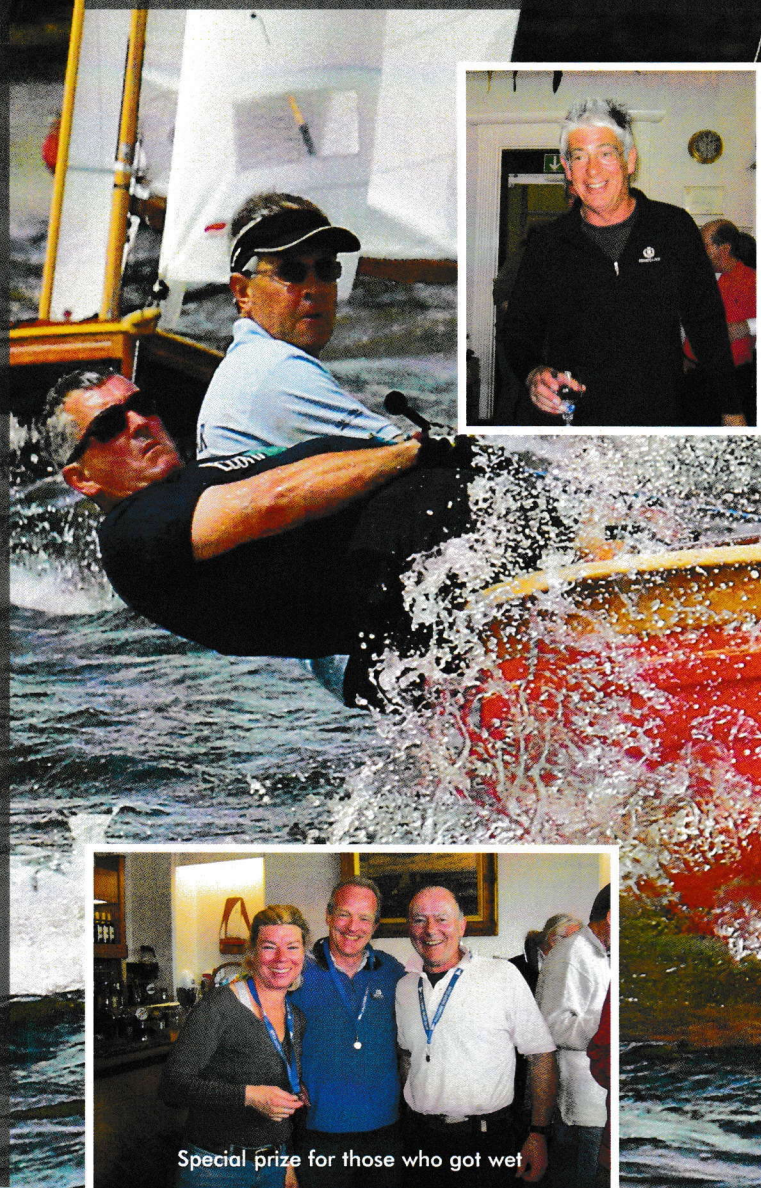
So the overall winners of the Classic Fleet were decided by a last race count-back, with Simon and Nicki taking the trophy, as well as an early nomination for the Capsize Belt. David Greening Results

Salcombe Yawl Modern Fleet.

- 1st: Y172 Simon Gibbens and Andrew Reed.
- 2nd: Y183 Will Henderson and Tristan Stone.
- 3rd: Y163 Michael Webster and Sue Proudfoot.

Salcombe Yawl Classic Fleet.

- 1st: Y112 Simon and Nicki Dobson.
- 2nd: Y140 Ian and Dawn Savell.
- 3rd: Y74 Andrew Wood and Andrew Stirling.



Special prize for those who got wet

LATE MAY OPEN

Salcombe Yacht Club hosted a Salcombe Yawl Open meeting over the Whitsun Weekend. Winds were light and variable, and generally coming from the southern sector of the compass. On Saturday, Race Officer Geof Gilson set the classic Salcombe course to Blackstone, Gerston, Blackstone and Crossways on a light and variable southerly breeze, on an ebb tide. After rounding Blackstone the 15 strong Modern Yawl fleet bunched up as it passed the Portlemouth shore, with the critical point of the race being when Dan and Gail Bridger and Andrew Squire and Sue O'Brien, held on the Fisherman's side before crossing to Snapes Point, this allowed them to build up a considerable lead, which was only closed by Will Henderson and Tristan Stone at the finishing line.

Sunday morning dawned with a light southerly breeze. Race Officer Norman Brown took the fleet to the new M mark at the entrance of the harbour, in a race which was made more interesting by the Classic Fleet feeding in from a shortened beat to Blackstone, allowing all 70 boats to join the melee in Yalton Creek. The father and daughter team of Graham and Molly Pike held their nerve and made the most of the conditions to take first place from Dan and Gail, chased home by the ubiquitous Will Henderson and Tristan Stone.

A more solid breeze set in for the afternoon was more to the liking of the heavier teams of Gibbens and Reed and Greening and Galvin, who arrived in the pole positions at the Blackstone mark. Some eyebrows had been raised when the course was set leaving the Crossways mark both to port and to starboard at different stages of the race and

when the Yawl fleets and the Solo Fleets converged in opposite directions Greening had to duck four Solos, which let Bridger through. Meanwhile Gibbens and Reed, who appeared to be on a horizon job, were caught and passed by the Pikes.

So the scene was set on Monday morning for a showdown between the Pikes and the Bridgers. The Bridgers made the better start and making good progress along the Portlemouth shore. The Pikes made a recovery through the fleet and by the return from Gerston were up to third place, one place behind the Bridgers who were trailing Henderson and Stone, however as the wind filled in from the Salcombe shore, the Pikes were rolled by Malcolm Squire and the Whitehouses. The Bridger's second place was then sufficient to see them win the event for the third time.

The Classic Yawl Fleet saw three new teams out on the water amongst the fifteen starters, but it was the old hands that came to the fore. Jon and Clare Lewis, sporting a new suit of sails, opened their account with a first place on Saturday afternoon from Anthony and Allyson Lofts. This running order was repeated for the Sunday morning race, which was delayed by a general recall, allowing the Classic fleet to have a close race with the Modern boats for a change.

It was another ex-Alec Stone boat that came to the fore on the breezier Sunday afternoon, when Rob Henderson and Izzy Allerston raised their game to take the win, with the Lofts recording their third second place of the weekend.

So, once again, there was everything to play for in the final race play off between the Lewis' and the Lofts', it therefore came as a surprise when John Smithers and Peter Hughes found a return to form to take the final race by a large margin, which secured them third place overall.

The Lewis' secured a popular overall win, from the Lofts' which was decided on count-back.

David Greening

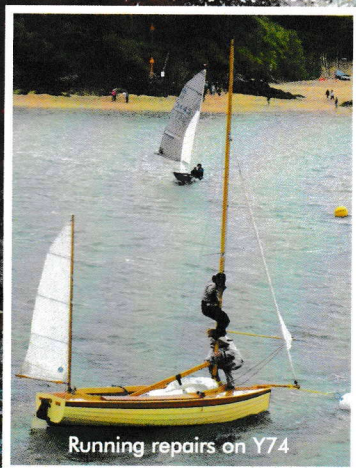
Results

Modern Fleet

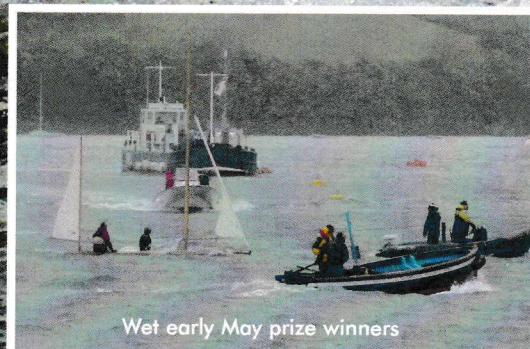
- 1st Y159 Dan and Gail Bridger
- 2nd Y183 Will Henderson and Tristan Stone
- 3rd Y154 Graham and Molly Pike

Classic Fleet

- 1st Y150 Jon and Clare Lewis
- 2nd Y132 Anthony and Allyson Lofts
- 3rd Y19 John Smithers and Peter Hughes



Running repairs on Y74



Wet early May prize winners

60 YEARS IN YAWLS

Growing up in East Portlemouth in the 1950s it was difficult not to become involved with the Salcombe Yawl. My earliest memories of boat building as a small child was creeping into Jim Stone's Boatyard and watch him lovingly create these beautiful boats. He would make a half model of every Yawl he made and present it to the owner. Jim Stone was a gentle, quiet, modest man, a first class sailor and rower, I remember him well.

The Vicar of East Portlemouth in the early 1950s was a Reverend Major. In about 1955 he formed the 1st East-Portlemouth Sea Scouts. All us local young boys were eager to join, this led to my first ever sail in a Salcombe Yawl. He arranged for Hugh Cater, who at the time worked for Jim as a boatbuilder, to take us sailing in two boats, a Salcombe Pram from Jim Stone, and Kingfisher Y15, kindly lent by John Waterhouse. It was magic to us kids just to sail up and down South Pool Creek off Yalton. Hugh Cater had an easy way of sailing and I am sure gave us all that early confidence which is so important. Hugh, of course, went on to build his own design of Yawl that became known as Bantham Yawls. They were Salcombe Yawls of course but were built at Bantham in the 1970s - that's where Hugh lived, as he was Harbour Master. They were all called names from the Greek Alphabet i.e. Alpha, Beta, Delta, Gamma etc. As the 1950s slipped slowly by, Jim's Yawl production line carried on. After the Sea Scout troop disbanded I managed to pick up crewing jobs in Yawls mainly in Y20 'Stonechat' owned by the Wright family of East Portsmouth but sailed by John Stone, another East Portlemouth Stone. John was a good sailor and very calm, winning quite a few races. The sails were still quite small then, tiller extensions hadn't arrived so usually the crew was on the gunwhale and the helm always sat in the boat. By the late 1950s and early 1960s Yawl numbers were approaching Y40 which was 'Seapie'. She was built by Jim but Salcombe boat builders were starting to show an interest in building Yawls. The first perhaps was Salcombe Yacht and Marine in Island Street, they built Y42 and she was raced quite successfully by local fisherman boat builder of the day, Graham 'Griff' Griffiths. About the same time Coves Boatyard at the end of Island Street started turning out Yawls but they were not really aimed at the racing end of the fleet, more for the hire and tuition trade. They were 16ft long, but very heavily constructed and beamy. A couple were even fitted with Stuart Turner inboard engines. Yawl fever spread to the other end of Island Street, Powercraft building Y45 'Lucinda'. She was built by the late Jack Damerell and Stan Turns. Stan was a boat builder before his fishing career - Powercraft and Cove Yawls were never really fast racing Yawls, both firms were also boat hirers and this fact must have always been in the back of their minds during construction.

By the middle 1960s Joe and Mick Quick, who owned Powercraft, looked to the future, "fibreglass". They got their boat builder Jack Damerell to build them a plug for a mould to construct a fibreglass Yawl. This was christened the Devon Yawl and the numbers to be built would far exceed that of the wooden Salcombe Yawl. But God always said "If he had wanted fibreglass boats he would have made

fibreglass trees". Jack made a sleeker mould than that of Y45 and gave it a slightly curved stem, and the Devon Yawl was born. After the fibreglass plug was made the newer design hull that Jack had made was put to one side. It would have been Y47 or Y48 but it was not completed for another twenty years when it was finally finished off as a Yawl. It became Y81 but was later sadly burnt.

The success of Salcombe Yawl design and racing was still in Jim Stone's hands. Island Street Yawls could not beat the sleeker and better designed Yawl from East Portlemouth. Combine this with the sailing talent of Jim's son Alec and Jim himself, most of the trophies ended up in East Portlemouth. My sailing days were somewhat curtailed in the 1960s as I was



Scratch at the helm of Y61

away at sea for ten years but always, when at home, I would sail in many different years in Regattas and Open meetings. Jim launched Y50 for the Northcott family who at the time owned The Marine Hotel. Northcott himself was not really a sailor so he commissioned John Stone to sail it for him with String Bean as crew. They won everything, she was Flyer in their capable hands. By 1966 feathers were getting ruffled in Island Street. A young fella, by the name of Bungy Taylor threw down the gauntlet. The legend that is now Y61 'Taylor Maid' was created but Bungy couldn't get her out of the room he had built her in. No problem, take the doors and windows out and she was launched. She was soon nicknamed 'the yellow peril'. No one saw which way she went, she was the Y141 of her day. Her owner Roy Hall had to take her away from Salcombe for a few years, nothing could look at her. In 1972 I raced Y35 'Penguin' with the owner Graham Cottle. That Regatta the Devon Yawls raced with us but in a race they were no match for the wooden boats. It only happened that one summer. I can remember Stan Turns and Jack Damerell sailing Devon Yawls and they were both good helms but we left them for dead. In 1976 I bought my first Yawl, Y35 'Penguin'. I bought her off Alec for £300. He had two for sale but he said 'take 35 Billy, she is the better boat'. Jane and I had a brilliant 6 years with 'Penguin', we raced and cruised a lot. Sometimes we would take our two very young children racing aged 3 and 5 and they would be up under the foredeck behind the buoyancy bag. If they got a bit bored, Jane would read them a story 'How Racing Has Changed'. Eddie Dunhill Y110 once asked who Jane was talking to as we ghosted through Tosnos.

In 1982 I had a good season fishing up in Rockall and Malin. I used to fish far away in those days. With the proceeds from a couple of good catches I asked Mike Atfield, an old school mate of mine, to build me a new Yawl. Y 123 'Kenavo' was built. We had moderate success in Salcombe but for some

reason I always sailed better away from Salcombe. We won the Totnes to Torquay race in Y123. The following year I won the 100 Guineas Race in Dartmouth and managed to come away from the Royal Dart Yacht Club with a Bar bill!!!! I should think that could be counted as another first. In about 1984 we had a very close Open Meeting with a very young Simon and Victoria. They were sailing Y67 'Joanna' when on the final beat out of Frogmore Simon had rudder trouble and fell away to leeward. I was so chuffed to get in front of him I went the wrong way and threw away the meeting.

I sold Y35 to Dr. Doorwood of Edinburgh. He sailed her for many years on The Firth of Forth finally bringing her back to Salcombe. She is now in the cherished hands of the Mathews Family from Cheltenham. We sold Y123 to Mike and Jackie Garre tt and in 1989 Mike Atfield built me another new Yawl Y142 'Arctic Skua'. Once again moderate success in Y142. We did travel a good bit with her doing two 'Bloody Mary' races in London. She caused quite some interest, a Salcombe Yawl on Queen Mary's Reservoir. We also travelled twice to Bala Lake in North Wales to take part in their Regattas.

The 1990s was a very twitchy time for the Yawl Fleet with the introduction of the Morrison Yawls. After the Extraordinary General Meeting of Spring 1990 to decide the way forward with Yawl design, finally an envelope into which all new Yawls should fit was agreed by the membership. Phil Morrison went onto design the mk2 and mk3 Morrison boats. Ian Howlett designed Y168 'Storm'. The last yawl to come out of Jim Stone's was Y161 'Budgie' it did mark the passing of an era.

Since selling Y142 to Ted Bagley (Twickenham Ted) I have bought and sold many Yawls. There aren't many Yawls that I have not sailed in. Since around 1999 I made a business around Yawls, buying them, selling them and looking after them for many customers who all have become my friends. I have taken great pleasure teaching people to sail and race, taking many a nervous owner to the Start Line for the first time, launching them off into many years of pleasure in Salcombe Yawls. It is a great feeling of pride to bring someone from almost no sailing experience at all and to see them go off from the mooring to their first race, and their great feeling of accomplishment after the race, even if they were last. There are many different pleasures to be derived from Racing. Lastly Yawls are not only for racing. Look at the first rule in the rule book - 'The Salcombe Yawl is predominantly a family day boat, its secondary use shall be for racing'. One day this summer, beg, borrow or steal a smaller suit of sails, take off your tiller extension, take a Thermos of coffee and a few sandwiches, sail out of the Harbour and just reach out to sea for 3 or 4 miles, turn round and reach back in. You will then discover what another charming side these beautiful boats can offer you, oh, and take a mackerel line as well, you may get a free supper! I called this article 60 years in Yawls. It's quite a sobering thought that it was 60 years ago I sailed with Hugh Cater off Yalton but I suppose time flies if you are enjoying yourself.

Good sailing to you all

Scratch Y61, Y24



RACE TRAINING WEEKEND 15/16/17 APRIL

We are again running a race training weekend on 15/16/17 April as feedback from the first event last year was good and there is still plenty to learn!

Richard Whitworth will again be our coach. He is a very accomplished dinghy sailor and having again taken the winners cup at our 2015 Merlin Week he has a lot to give to novice sailors, to those new to the fleet and to our most seasoned racers.

The itinerary will run from Friday evening to Sunday lunchtime and include the first Yawl Mini Series race on Saturday afternoon and supper at the club on Saturday night. We are packing in a lot of activities but have tried not to cram them too much. High water on Saturday will be 14.41 BST 4.0m

The theme this year will be speed around the race course, and the rules applying to difficult situations we commonly face in our races on the estuary.

A full schedule of the weekend's content is posted on the SYOA website Latest News.

Do please come along if you can. It's free and it is a good start to this year's Yawl calendar. Email me to reserve a place on john@thesmithers.com

John Smithers Y19

NEW MEMBERS

Robin Cross Y103
Philip King (A)
Leo/Orwin Murray Y134
Miles Kennedy Y78
Chris Meares (A)
Tom Napper Y82
Richard Morris Y101
Michael Johnson Y49
Rod Adlington Y131

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THE SALCOMBE YAWL OWNERS' ASSOCIATION

SALCOMBE YAWL OWNERS' ASSOCIATION

SPECIFICATION

1. General.

(a) The Salcombe Yawl is to be regarded primarily ^{SEPTEMBER, 1961} as a boat, used by the owner and his family and friends. It therefore should be of function is to be regarded as secondary. It should be capable of sound construction and structurally safe: it should be going to sea in moderate conditions. In other words, it should be an efficient sailing-boat, but not a racing machine.

(b) In the matter of rigging and sails, all owners must bring their boats into conformity with the specification.

(c) Tolerances are laid down in the measurement form to allow builders to use their own ideas to produce individual yawls, but no attempt may be made to depart from the permitted tolerances to produce a yacht that may have an unfair racing performance.

2. Dimensions.

The length over-all includes stem head, but not normal rudder fittings, and is to be measured between perpendiculars. The beam measurements shall be taken at deck level by extension of the line of the top strake.

3. Materials.

(a) The hull, decks and seats are to be made from wood and not glass reinforced plastic.

(b) The masts and spars are to be made of wood.

4. Hull.

(a) Shall be clinker built, the planking to be solid and not laminated not less than 5/16" thick and not more than 7" wide measured externally. It must be nailed, and rounding on the outer edge of plank must not exceed the thickness of the plank.

(b) Timbers are to be solid and not laminated, sided not less than 1 1/16" and moulded not less than 9/16". Spacing must not be less than 6" and not more than 7 1/2" between centres, measured on hog.

(c) The overall length must not exceed 16' measured between perpendiculars and the beam not less than 5' 4" or greater than 6' 8" measured at deck level by extension of the top strake.

(d) Fore deck must not be less than 3', after deck not less than 1' 8" including transom and coaming and side decks not less than 7 1/2" including coaming.

(e) Coaming mean height to be not less than 2" above deck and the top edge is to form a continuous concave curve from fore to aft end.

(f) Maximum rise of floor amidships at a point 2' on either side of the centre line shall not be more than 7 1/2" measure to the rabbet of garboard.

(g) Inside depth of hull amidships to be not less than 2' 3/4". This measurement to be taken from the sheerline (where line of planking cuts deck level) to the hog.

(h) Seating is to consist of at least one thwart not less than 8 1/2" wide and side seats not less than 5' long.

2013/14

THE SALCOMBE
YAWL

2012/13

THE SALCOMBE
YAWL

2011/12

SALCOMBE
YAWL

2010

50 YEARS 1966-2016

50
years
Salcombe Yawl
Owners' Association
1966-2016

THE SALCOMBE
YAWL

2007

2008

2009

THE FORMATION OF THE ASSOCIATION in 1966

As will be known to many, the Salcombe Yawl had its origins in the inshore Salcombe fishing boats, with the first depiction of one in a print of 1806 sailing in Widegates, with Alston House in the background. These moved onwards through the Licenced Waterman's Boats, with no fixed length, but probably somewhere between 15ft 3ins and 18ft., which raced together in the annual one day Salcombe Regatta. However, it was not until 1906, when the two yawls, Foam (17ft. 6ins.) and Busy Bee (15ft. 6ins.) were built, that we know their lengths for definite.

After the First World War, a small class of four yawl-rigged boats of differing lengths of between 14ft. and 15ft. 6ins. raced together on handicap.

They were soon joined by Blackbird, Jim Stone's first yawl which was only 14ft. long, but which continued racing in the class on handicap until about 1938.

Up until 1935 they raced as variations of the Under 16ft. Handicap and Yawl Class, sometimes totalling 10 starters. However, as a direct result of the introduction of the West of England Conference 16ft. Class which led to the B Class, by 1937 they were standardised on 16ft. and all subsequent Yawls have been built to 16ft LOA.

In 1937 Frank Morgan Giles brought over two of his half-decked Teign Corinthian 16ft. One Designs, to race against the yawls in the Salcombe Regatta. As a result of this, two of them were purchased and converted into Y7 Edra (now Choice) and Y15 Auburn (now believed to be somewhere near Brightlingsea in Essex). These were fitted with iron keels, which previously had not been installed, so that when Jim Stone built Y14 Blackbird II, he installed an iron keel. Since then of course, all yawls have been fitted with the iron keel. Also, until then some yawls were open, some half-decked. After the War, starting with Y15 Kingfisher, each year up until Y60, Jim Stone built one or two new yawls in his little shed, while others were built by Douglas Winter at Lincombe and Salcombe & Marine, Edward Cove and Powercraft on Island Street. None of these Yawls were built to any specific rule, other than an LOA of 16ft., half-decked and with an iron keel, although the two Winter Yawls were very narrow, while the Edward Cove boats were comparatively very broad and more suitable for picnicking.

It was when Peter "Young Bungay" Taylor built Y61 'Taylor Maid' very lightly, that the revolution in the class started, leading directly in 1966 to the formation of the Salcombe Yawl Association. "Young Bungay" had taken the lines off Choice while she lay on Edward Cove's slipway, retaining the bow sections, but widening and flattening the run aft to give the stern lift, so that she could almost plane. This change in concept, combined with her very light weight made her very much faster than all the pre-Y 60 boats, so that she outclassed everyone.

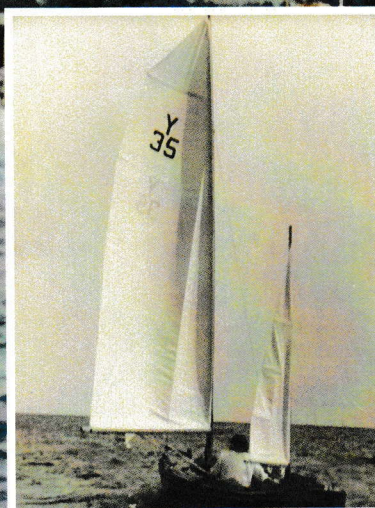
In 1966, after very much general discussion, it was decided to form the Salcombe Yawl Association and a meeting at the Salcombe Yacht Club was called by Dr. Breach, of Smalls Cove, East Portlemouth.

Dr. Breach with Major E.G.M (Ted) Pearce, Geoffrey Sutton, Terry Stone, and Major Tim Street, and with Norman Mallett as Hon. Secretary, were elected. Mr. Donovan of Kingsbridge was invited to join a little later. Tim Street was invited to prepare the first draft of the Rules for consideration. At that time, the main worries were weight, as Taylor Maid had been weighed and found to be substantially less than the Stone, Powercraft and Cove boats; breadth, as the two Winter boats were substantially narrower than other boats and thus rather crank; and mast construction, as there was a strong move towards metal masts. It was determined that Salcombe Yawls should have wooden masts as long as was practicable and, with minor adjustments, these Rules were approved and are substantially those which are still current today.

Tim Street



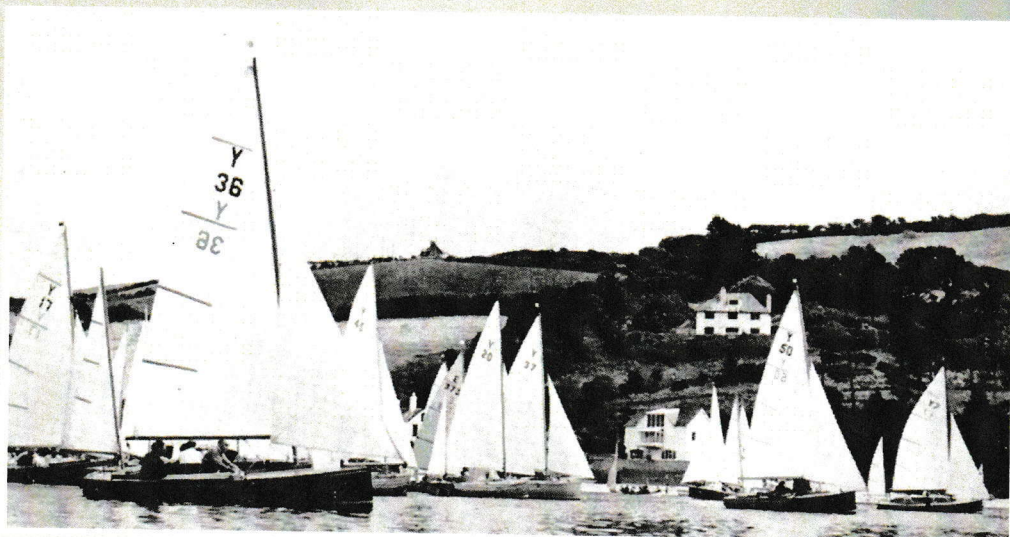
Taylor Maid
in 1967



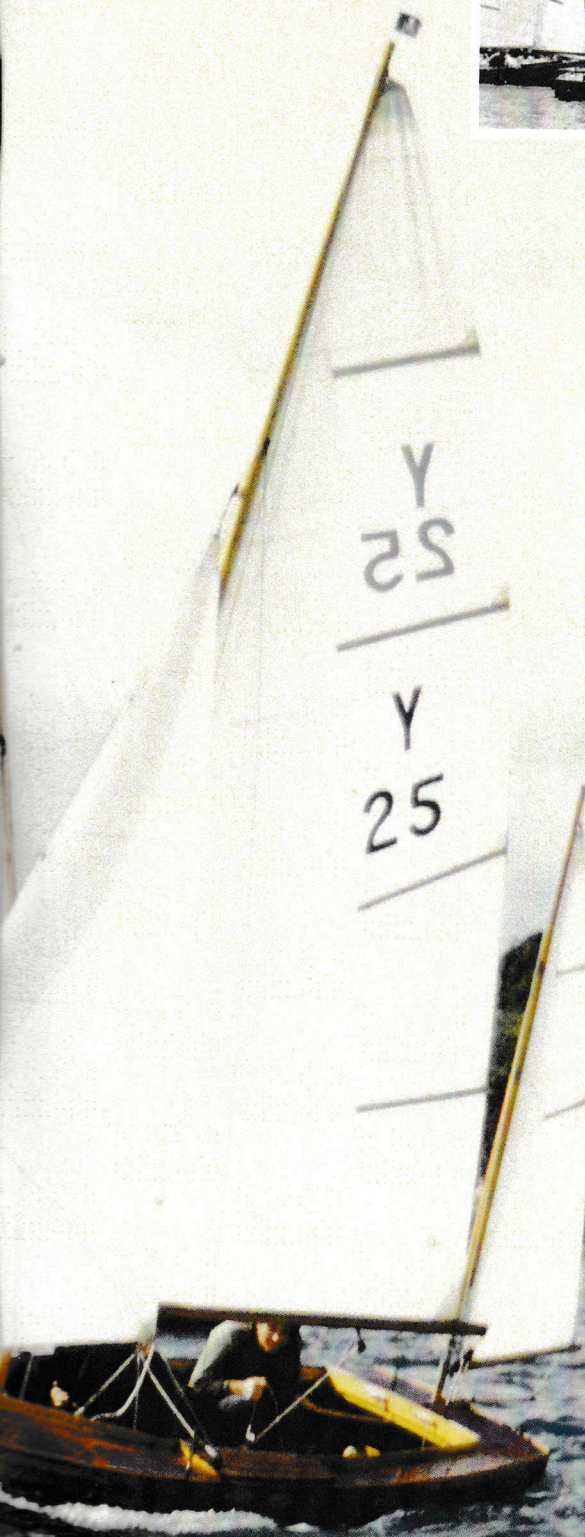
Bill "Scratch" Hitchen sailing
Ronnie Cottle's Y35 in 1967
with Graham Cottle

1960s Yawls

1960s Regatta race
Tim Street's Y7 in
the front of the
pack



Clive Thompson sailing Y50 in 1966



Nick Walker (107) sailing
Y25, then owned by his
father, Charles Walker,
in 1965

YAWL OWNERS' ASSOCIATION OF SALCOMBE

REPORT OF SUB-COMMITTEE

SEPTEMBER, 1967

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

We have had the benefit of the technical advice of five yawl-builders and a sail-maker who accepted our invitation to attend our meetings.

In our opinion, the Salcombe Yawl is to be regarded primarily as a pleasure boat, used by the owner with his family and friends, and its racing function is to be regarded as secondary. It should therefore be of sound construction, and structurally safe; it should be capable of going to sea in moderate conditions. In other words, it should be an efficient sailing-boat, but not a racing machine.

It would be a mistake to restrict the design in such detail, that there would be no room for initiative on the part of designers and builders. At the same time, we have aimed at a measure of standardisation, sufficient to enable yawls to compete in racing on a fair basis, and to allow the skilled helmsman and crew to succeed by virtue of their skill when sailing any boat in the Class.

With two important exceptions, the rules we are proposing, in so far as they refer to hulls, are intended to apply to future construction. We do not think it fair to ask owners of existing yawls, up to and including Y. 61, to incur the expense of major hull alterations to boats already built in good faith. Exceptionally, we recommend that all yawls, whether existing or future, should be brought into conformity with the specification in respect of keel and of overall weight. (See below).

In the matter of rigging and sails, all owners will be asked to bring their boats into conformity with the specification.

We have deliberately left a number of details undefined, in order to allow reasonable flexibility of design.

We are advised that mast spruce is becoming very difficult to obtain, and that it may be necessary in the future to allow other types of mast. We recommend, however, that for the present the requirement that masts should be solid spars be retained.

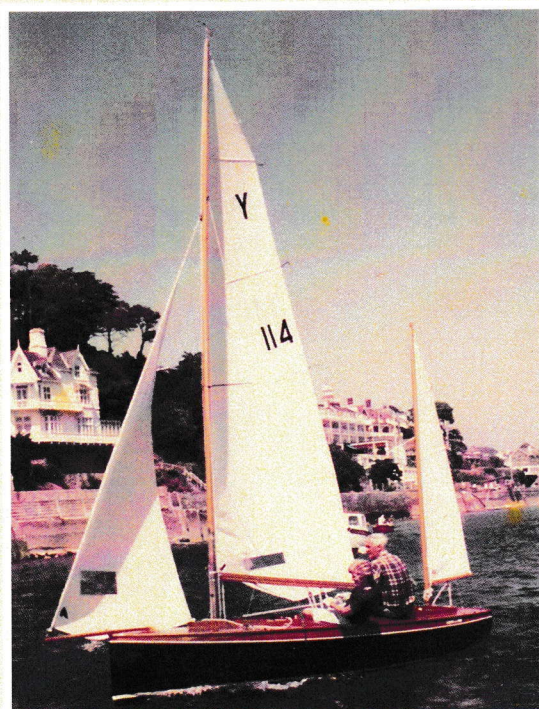
We recommend that a limit of minimum overall weight of hull should be included in the specification, and that the method for determining this should be settled in consultation with the official measurer.

YAWL MEMORIES

Family photos courtesy of Kath Stone



Old Jim Stone who built Y14 in 1939
Jim taking visitors sailing in Y14 with her red jib, white main and blue mizzen was a familiar sight in the 1960s



Alec & Kath Stone sailing Y114

Alec Stone sailing Y14 in 1939, aged 12
The boat alongside the lifeboat is Y9, an old Salcombe Yawl class - not decked and gaff rigged. Next is Y7 which then had no bowsprit

Cup sailing Y 7, Choice and the Cornforth Cup was won by J Gilliam in Y 27
The Auburn Cup was won by The 1965 season saw the re-appearance of Y 35, Ronnie Cottle's Yawl on the racing scene My recollection is that sometimes she was sailed by his son, now Judge Cottle and on others by Bill Hitchen, and she won the Jubilee points Cup. Later on Bill became the owner of the vessel.

1966

In 1966 Cove built Y48 Abigail. Her owner, Tom Blanks used her mainly for cruising. The first boat built by Jim Stone in 1966 was for Mr. Northcott, the owner of the Marine Hotel in Salcombe. This was probably the first time that Jim made a serious attempt to cut down on the overall weight of the vessel. She was also made slightly flatter than many of the Stone built boats up to this time had been. This boat was Y50 and had rather less camber than they had used previously. The care of the boat was the responsibility of the Hotel Boatman, John Stone and he certainly sailed her on many occasions.

However the records show that in the season points competitions for the early part of the season Y 50 sailed by Clive Thompson won both in 1966 and 1967.

However in 1966 Jim also built Y52 for Harold Paris. He raced for a number of years and particularly enjoyed success in the Sunday afternoon races organised by the I.C.C. Alec tells me that considerably more use was made of glue in the hull construction and consequently she was a stiffer boat with the weight kept down to the specified minimum. Harold sailed her in collaboration with Alan Tucker. On some occasions Alan Tucker helmed the boat himself. Later she passed into the ownership of Les Russell, who certainly obtained some good results with her. At some later time she was renamed Grenadier and subsequently left Salcombe in 1983.

In the Yacht Club regatta of 1966 both the Blackaller and Cornforth trophies were won by J. Stone in Blackbird Y.14. The Auburn cup was won by Ronald Cottle's, Y 35, Penguin, probably sailed by Bill Hitchen. During 1966, Salcombe Yacht Marine built Allerton 11 for G.W Parish, and she came into prominence later.

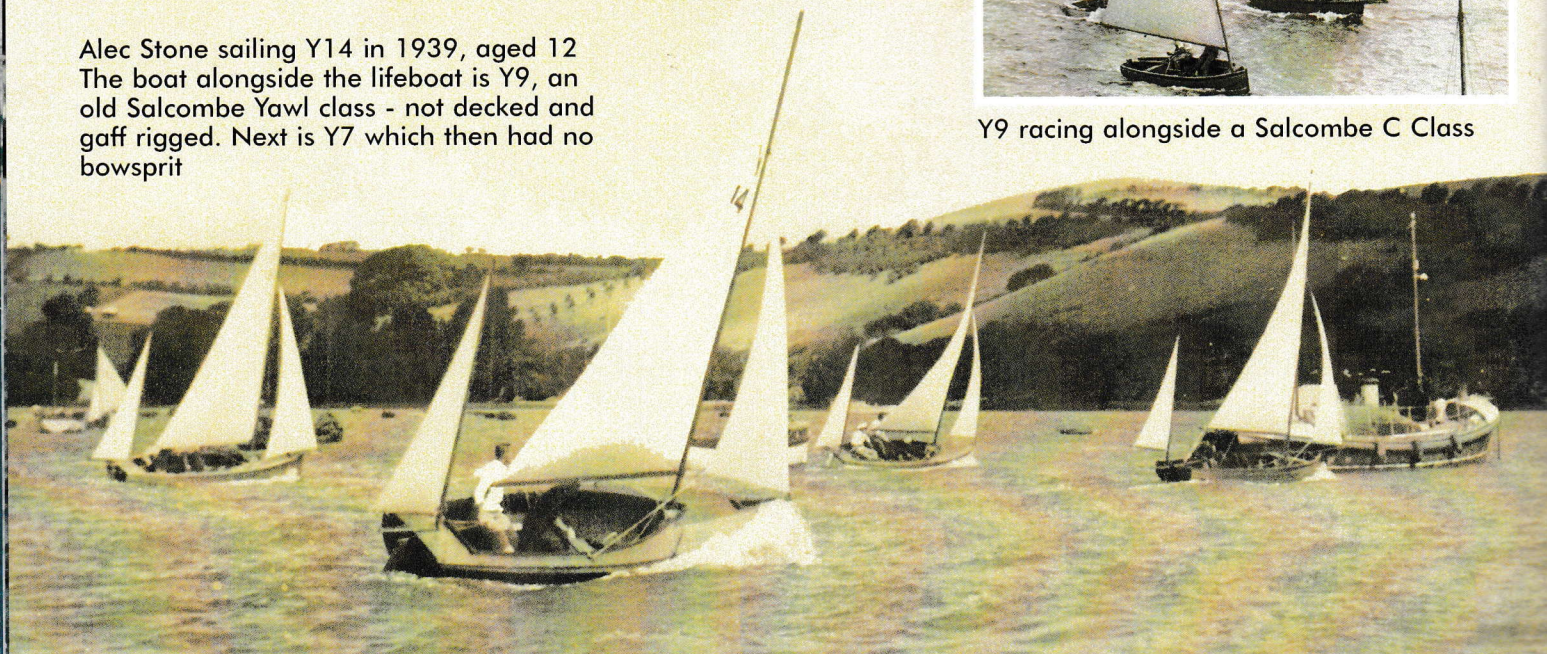
1967

In 1967 Stone built Y 55 for A.E. Harbottle; she was later sold in 1981 to C.D. Shortell who raced her for a few years. In the same year Cove built Y 56 Kyrie for R.D. Hanbury, and she had a number of different owners. They also produced Y 57, Orestone for Geoff Sutton. He was for some years Chairman, of the Yawl Owners' Association.

Extract from
Harris Thorning's
Yawl History



Y9 racing alongside a Salcombe C Class



FOWEY OPEN MEETING JUNE 25th/26th 2015

Last year 13 Red/Blue fleet yawls made the short journey from Salcombe to Fowey for a refreshing change of scene. The event was hosted jointly by the Royal Fowey Yacht Club and the Fowey Gallants sailing club, and the welcome by both clubs was fantastic.

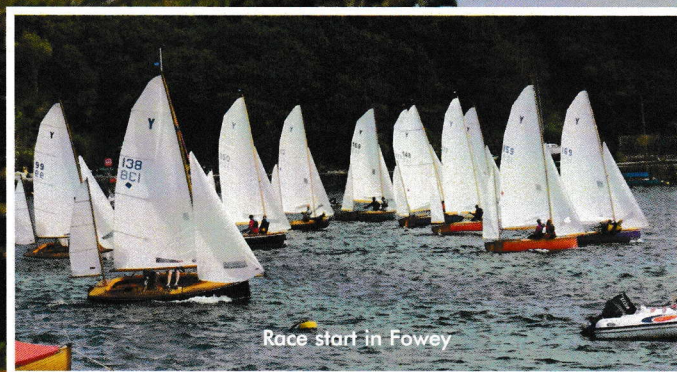
The racing program combined a mixed challenge of one out of harbour race which proved challenging for all and for Woody in Y97 a bit too dramatic with a dismasting tacking for the weather mark. The remaining races due to an increase in wind strength were all sailed within the confines of the estuary and the course was very similar to sailing 1-3 in Salcombe. The races provided challenging racing with the fleet dividing fairly quickly into the Red/Blue divisions although both Barney & Jaunital in Y138, and Simon & Nicki in Y112 had moments at the front of the fleet much to the surprise of the Morrison/Howlett contingent! Other notable moments included Stephen Galvin head butting his boom whilst under the tutelage of Dan Bridger who forgot to tell him to duck whilst calling a sudden tack. The result was a nearly concussed Galvin (known for his thick skull) with copious quantities of blood. The damage was soon numbed ashore with some welcome beers in the RFYC.

The eventual overall winner of the event was Dan & Gail Bridger in Y159, with the Dobsons in Y112 winning the Blue Fleet prize.

So hopefully for this years event we will be able to encourage a few more of you to make the short

journey as it would be good if we could get the numbers up to about 15. The event provides a really refreshing change, new sailing challenges and is just a great location for a weekend away trip.

For 2017 St Mawes!!!



REGATTA 2015

RED FLEET

Twenty one Modern boats made up the Yawl Red fleet, and the Sunday Race in a light South Westerly set the tone for the week. After a General Recall the Yawls also found themselves on the naughty bench, yet once away Will Henderson and Jim Stone opened their account with a comfortable win from Dan and Gail Bridger. Will and Jim's domination continued on Monday, winning by over four minutes from Simon Gibbens and Andrew Reed, with Frankie Rowsell and Victoria Gibbens clocking up their second third place of the week. The wind went Easterly on Tuesday, and the fleet were taken to Frogmore, the sail out of Frogmore was to see several campaigns on the slide, as some seized the opportunity to sail into the no wind zone under Halwell Point including Will and Jim who were never to recover. Graham and Tessa Pike, master and mistress of the dead wind situation, sizzled along to take the win. But it was business as usual on Wednesday, when Henderson and Stone returned to the fore, overtaking Gibbens and Reed at the finish on the return from Yalton. Easterly winds and little water in the harbour reduced the Race Officer's options, and made for nerve wracking runs down the banks of the harbour. For a while it appeared that this was Malcolm Squire and Jonathan Britten's race to loose, which was indeed the case, as Henderson once again prevailed. With Will and Jim having an eleventh on the scoresheet, it was still possible for the ever present Dan and Gail to take the series. The North Westerly meant that anything could happen, and did... except at the very front, where Henderson and Stone held their nerve while the rest of the fleet inverted in its attempts to make the Millbay buoy, standing in a strong flood tide and little wind to assist the journey.

The Salcombe Yawl Classic Fleet mustered sixteen boats, and David Jayne and Chris Spencer-Chapman opened the batting from John Smithers and Peter Hughes. However Anthony and Allyson Lofts scored straight wins on Monday and Tuesday and appeared to be in the driving seat. But consistency by John and Peter and a win on the final day saw them take the top spot.

The Gold fleet only had two competing yawls. There seemed to be good competition between our new member from the Solo fleet Jayne, and Richard Morris and Harry Morris and another new member Nick Lowe and Jenna Lowe, they had 1st and 2nd's in the week, so well done to both of them, I'm just sorry the Gold fleet did not get the numbers this year, some have moved to the Classic fleet.

Dave Greening

BLUE FLEET

As once again Andy Murray's hopes fade with his 5th defeat in the Australian Open final he must be pondering will he ever succeed in breaking Novak Djokovic's hold over the Australian Open. A similar thought must rest with the Blue fleet competitors with John Smithers and Peter Hughes holding a similar stranglehold over Regatta Week in recent years with a sequence of wins only broken by a guest appearance by Paul Ellis in Y138.

However, 2015's Regatta results show that the gap is closing with John & Peter finding their competition snapping at his transom. The 2015 results saw 5 different race winners with wins shared between Y132, Y82, Y28, Y61, Y19. Anthony Lofts sailing Y132 recorded 2 first places which were thoroughly deserved with on more than one occasion inspired tactical decisions paying dividends, and a willingness to break from the fleet leading to these victories. In fact the unpredictable conditions probably cost Anthony victory for the week when he possibly deserved better. That is not to take away that once again Y19 showed that consistency is the key with 3 second places as well as a race win. Even the handicap of John missing a race did not hold them back as Tim Petitt a guest helmsman from the Yealm Yacht club Devon Yawl fleet managed to perform admirably and secured a second place. Tim clearly forgot the team orders I had given him not to beat Y112.

David Jayne and Chris Spencer Chapman were fast out of the blocks winning the first windier race comfortably but faded during the week in the lighter conditions so some work to do on that light air speed in 2016! Less Tennis more sailing!!!

It was good to see winning guest appearances from Rob Henderson, and Chris Turns and Robin Hodges in Y82 and Y61 respectively and hopefully both will be back in 2016. It was also good to see Y69 Steve and Simon back in competition with a yawl that did not resemble a submarine by the end of the race. Again hopefully they will be back for 2016.

So to sum up Y19 remains the yawl to beat but I am sure that 2016 will prove even tougher with the pack closing as the competition increases with a number of new recruits to the Blue Fleet threatening to take part in 2016. Stephen & Leslie Galvin in Y99 are threatening to compete in 2016 so I am sure they will be noticeable and will be heard on the race course.

So like Andy Murray as the new season beckons we will all be looking for that missing ingredient that will break the Y19 strangle hold.!

Anyway I look forward to seeing you all in 2016 both in Regatta and hopefully in Fowey!

DATES FOR 2016

SAILING

Training Weekend	April 15th-17th
Early May Open Meeting	April 30th – May 2nd
Late May Open Meeting	May 28th-30th
Fowey trip (Contact Andrew Wood)	June 25th-26th
Salcombe Town Regatta	July 31st – August 5th
S.Y.C. Regatta	August 7th-12th
S.Y.C. Sea race	Saturday August 27th
September Open Meeting	September 10th -11th
50th Anniversary sailing	Saturday August 6th

Mini Series sail & socialise

(2 discards for mini series)

April 16th	H.W.	14.41pm
<i>plus training weekend and weighing</i>		
May 14th	H.W.	12.50pm
June 11th	H.W.	11.20am
July 9th	H.W.	10.09am
July 16th	H.W.	16.26pm
September 24th	H.W.	12.28pm

SOCIAL

Salcombe Yawl Dinner at Cliff House

Sunday May 1st

Chairman's Drinks at S.Y.C. Saturday May 28th
Sail and Picnic

Sunday June 12th HW 12.10pm

A.G.M. and 50th party at Cliff House

Tuesday August 9th

Golf day (Contact Jacky Jacobs)

Friday April 15th 10.00 am

WEIGHING DAYS

April 16th Boat Park
prior to this at Tristan's or by arrangement
before you launch for the season

2017

St Mawes Salcombe Yawl sailing event

June 24th/25th

YAWL COMMITTEE

Andrew Reed (Y167) (Chairman)

Will Henderson (Y183)

David Jayne (Y28)

John Smithers (Y19)

Andrew Savell (Y140 & Y187)

John Donovan (Hon Measurer)

Allyson Loftis (Hon Secretary)

REGATTA RESULTS

RED FLEET

- 1 183 Will Henderson/Jim Stone
- 2 159 Dan Bridger/Gail Bridger
- 3 184 Frankie Rowsell/ Victoria Gibbens
- 4 167 Simon Gibbens/Andrew Reed
- 5 154 Graham Pike/Tessa Pike
- 6 173 Malcolm Squire/Jonathan Britton
- 7 160 Ollie Alsop/Tristan Stone
- 8 179 Richard Fulford-Smith/Molly Pike
- 9 177 David Greening/Stephen Galvin
- 10 163 Michael Webster/Peter Brewer

BLUE FLEET

- 1 19 John Smithers/Peter Hughes
- 2 132 Anthony Lofts/Allyson Lofts
- 3 150 Jon Lewis/Clare Lewis
- 4 112 Andrew Wood/Nicki Dobson
- 5 82 R Henderson/Izzy
- 6 28 David Jayne/Chris Spencer-Chapman
- 7 155 Guy Rigby/Richard Murray
- 8 61 Chris Turns/Lindsay Walker
- 9 93 Kevin Anderson
- 10 89 David Swarder/Dave Fitzsimmons

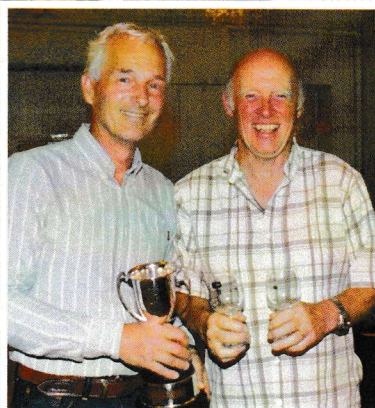


The AGM at Cliff House

MORE WINNERS



Robin Hodges & Lindsay Walker Y61



John Smithers & Peter Hughes Y19



Anthony & Allyson Lofts Y132



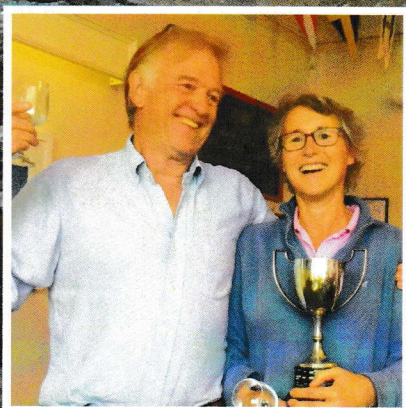
Tessa & Graham Pike Y154



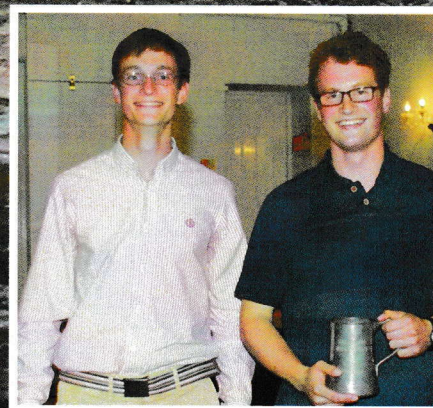
Jim Stone & Will Henderson Y168



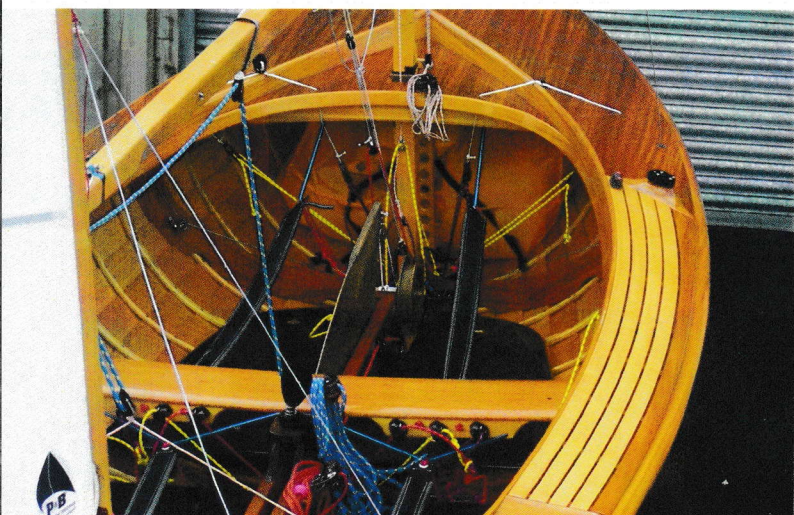
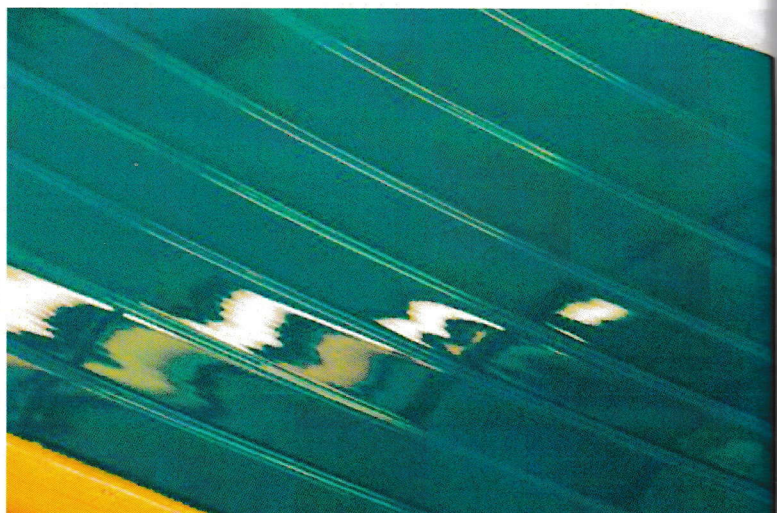
Peter Brewer & Mike Webster Y163



Andrew Stirling & Sue O'Brien Y74



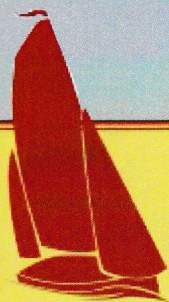
The Henderson Boys Y82



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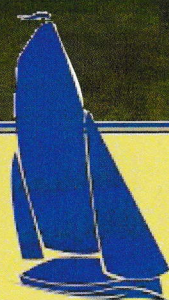
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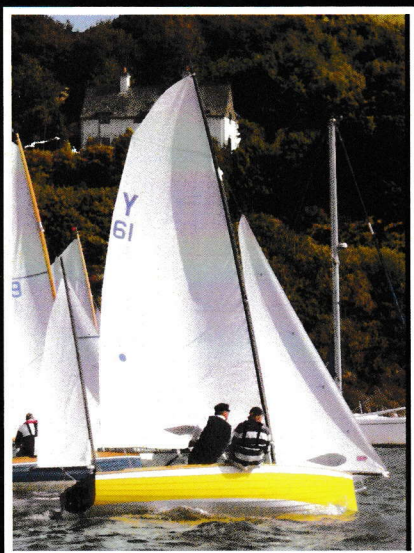
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'IT'S CHEAPER TO HIRE THAN TO BUY' Y61 TAYLOR MAID

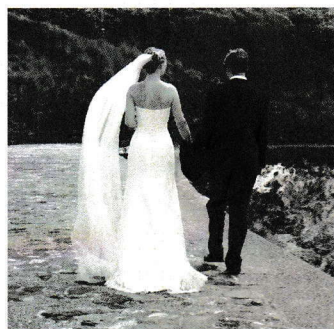
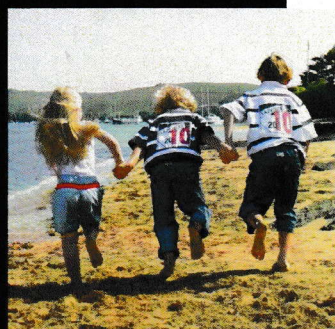
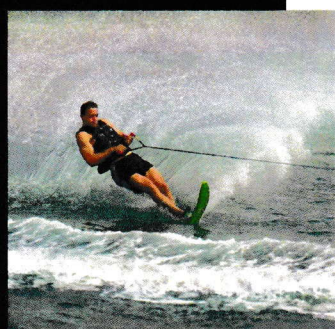
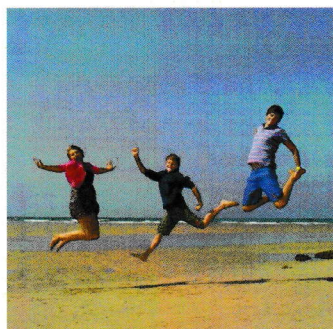
Arguably the fastest Blue Fleet boat ever built, Taylor Maid was launched in the summer of 1967. Built by Peter "Bungy" Taylor she was the Y141 of her day. Things had to change: she won almost everything for the next eight years until her then owner, the late Roy Hall, took her up to Chichester for a few years to give the others a chance.

She is now offered for hire right throughout the summer, on Saturdays, Open Meetings and Regattas, to be dry sailed. She is in top racing trim with new sails built specially for her extra bendy mast. To experienced helms only!

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