

the salcombe yawl

THE MAGAZINE OF THE SALCOMBE YAWL OWNERS' ASSOCIATION



Y
2017



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Some results from 2016

- 1st May open blue fleet
- 1st May Open red fleet
- 2nd late May Open blue fleet
- 1st Sep Open blue fleet
- 1st Henry Lloyd Regatta blue fleet
- 2nd & 3rd Henry Lloyd Regatta red fleet
- 1st Auburn cup
- 1st Sea race

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FROM THE CHAIR

I hope you all enjoyed last season's activities on and off the water.

Many of them are described elsewhere in this magazine so I won't repeat comments here.

We have tried to promote the class to the public in many ways; the London Dinghy Show, Portlemouth Fete and the 50th Anniversary Sail-By.

We seem to have been successful in grabbing the attention of lay people and sailors alike who perhaps for the first time have seen a yawl close up and personal and who now realise what a work of art they are.

We have organised some good social events and we are attracting a lot of interest from full and associate members. It seems that the yawl social scene is also turning heads from outsiders who hear we are still very much a 'party' fleet off the water.

On the water, the 50th Anniversary Sail-By was a spectacular success and created large crowds. The event was heavily promoted with notices and stickers and the yawl fleet did themselves no harm by producing an in line procession in front of the town.

I hope all these events will attract new members and new owners.

A significant change permitting a newly purchased red fleet yawl to sail in the blue fleet for up to two years if certain criteria are met has been approved and hopefully this will also attract new members.

We still require greater dialogue and discussion in the fleet and we are looking for members to respond to The Big Debate which has been set up on the website. In recent years, there have been no new boats built and numbers are declining. I urge you to participate in the debate and air your views on how the class can attract new members and more participation in the racing.

We continue to have a good relationship with the Yacht Club. They run the racing, not us, but we must help them by fulfilling our duties in the watch house or in rescue boats.

The harbour master has his hands tied on a number of sticky issues relating to mooring and the state of the boat park but we are in dialogue with him and I hope the relationship is useful.

We must all still be aware of our responsibilities on the water and good behaviour will only reap dividends in our quest for better respect and ultimately our fortunes.

Well done to all the winners of various trophies and to all the competitors in all the fleets. I think last year's sailing can be seen to be particularly successful.

As always, we need you all to adhere to measurement rules and buddy forms need to be submitted by all entrants. The weighing of boats was fairly comprehensive last year despite some disasters with the roll-on roll-off scales. We are however more up to date with measurement compliance than before so a big thanks to all those who have taken the trouble to participate and to those who have carried out the weighing and scrutineering.

Lastly of course, I have to thank the Committee; Allyson in particular as secretary and John Donovan as measurer. Also to Andrew Stirling for the website and, together with Nick Walker, this magazine.

Please let me know if you want to discuss any burning issues.

Seve Reed



ST. MAWES SAILING CLUB SALCOMBE YAWL OPEN MEETING 2017

Saturday 24th & Sunday 25th June

We now have 12 yawls entered
for the St Mawes weekend

Contact Andrew Wood
for any further information

Andrew.Wood@churchillretirement.co.uk

SALCOMBE GIN COMPANY TASTER EVENING



The yawlies who attended the gin evening in The Boathouse in Island Street were the first guests of the Salcombe Gin Company in their new premises. The paint was almost still wet but it is a great venue and very tastefully fitted out.

We were entertained to a talk on gin making in general and then we gave our opinion on a blind tasting of 3 gins. The first just sought our opinion of the nose of neat gin, the second our opinion of the taste of neat gin and then both again, this time with tonic.

Out of the 30 or so people who attended, 75% preferred Salcombe Gin against Gordons and another commercially produced gin.

The tasting was followed by dinner at the Island Street Bar & Grill where the chef produced a gin inspired menu.

The Salcombe Gin Company has recently won a coveted industry award. For more details about the distilling, purchases, their story, please look at www.salcombegin.com.

Our thanks go to Angus and Howard, who are the co-founders, for their hospitality.

POST AGM PARTY

The Fab Beatles put on a tremendous performance for the post AGM party to celebrate the 50 year anniversary of the SYOA.

There was a themed supper and dancing until midnight.

Nearly everyone dressed up to suit the occasion and almost everyone danced until they dropped.

It was a "fab" and memorable evening with many headaches the next morning.

The Pikes' yellow submarine, AJ's 60's suit, Tom Crampton Smith's dancing were particularly memorable but everyone really made an effort to party hard in great spirit. It was a fitting way to celebrate and may be hard to beat.



EAST PORTLEMOUTH FETE 2016



In order to promote the fleet to the general public, we decided to exhibit a yawl at the fete. Mike Knowles offered his fine yawl Y19 and it took pride of place in the ground of The Rectory.

The weather was kind and there was considerable interest. The Association commissioned some display boards and a banner for the occasion and these have been successfully used on other occasions in the Yacht Club.

At the fete we raised nearly £200 for the church by having a quiz to guess the number of rivets in Y19. Jonathan Britton (Y173) was the winner of the bottle of champagne prize.

RULE CHANGES

Three significant changes have come in this year and should be noted.

1. Penalty turns
For the Salcombe Yawl RRS rule 44.1 is changed so that the two-turn penalty is replaced by a one-turn penalty. This applies only to yawl races (including handicapped yawl races) and does not apply when yawls are racing in mixed fleets, i.e. open handicap or pursuit races.
For the avoidance of doubt, Regatta week yawl races have one turn penalty in place.

2. Larger sail windows
The proposal to permit larger sail windows was approved at the AGM. The rules have been changed accordingly and came into effect on 1 January 2017.

3. Proposal to permit newly purchased red fleet yawls to sail in the blue fleet
The wording has been debated and now agreed by the Committee as follows:
"A red fleet yawl purchased post August 2016 shall be allowed to race in the blue fleet for a maximum of 2 years from the date of its first race in the blue fleet or until winning an Open Meeting series (including SYC Regatta) if sooner, after which the boat must revert to racing as a red fleet yawl. This applies only to an owner (or helm) who is inexperienced in racing. Any person wishing to exercise this option shall apply in writing to the Committee stating their circumstances. If the above criteria are met, the Committee shall issue a letter of consent for that helm to race. When sailing in a handicap race, the yawl shall have a red fleet handicap."

NEW MEMBERS 2017

Juanita Greenhill	(A)
Sue O' Brien	(A)
Penny Reed	(A)
James Baker	(Y50)
Cheryl Beck	(A)
Paul Ellis	(A)
Carolyn Adcock	(A)
Graham Cranford-Smith	(A)
Andy Mitchelmore	(Y14)
Darius Panahy	(Y152)
Adrian Simpson	(Y123)

AN UPDATE FROM THE HARBOUR MASTER



I met again this year with Adam Parnell the harbour master. He is very much promoting sailing in the harbour and encouraging non-engine sports, such as paddle boarding, canoeing and kayaking, etc. This falls very much in line with the 'eco port label' of Salcombe. Adam himself sails and much admires the yawls. He really appreciated the sail-by for the 50th Anniversary of the first AGM.

There are infrastructure improvements in the pipeline and they are looking at more pontoons at Batson, Shadycombe and near Egremont where he specifically wants to improve the offering to dinghy sailors. He recognises that dinghy sailors require better facilities and he is talking to the Yacht Club also about how he can help.

When Egremont returns, there is a hope that facilities adjacent to the new pontoons can be provided by the Island Cruising Club. Apparently, Egremont is undertaking a 'serious' refurbishment and should look stunning on her return.

Salcombe Harbour is working on a Strategic Business Plan by 1 April 2017 and Adam is very proactive in trying to help major Salcombe factions, such as the yawl fleet.

Unfortunately, his hands are tied when it comes to prioritising moorings and there are still 600 people on the waiting list.

He does understand the frustration that must be felt when people who have moorings leave them empty, so he does encourage people to phone the harbour office to obtain a temporary allocation if they know moorings are spare.

Similarly, he encourages people who have moorings which are empty to contact the harbour office so they can utilize them for other boat owners or specifically other yawl owners.

He very much encourages communication between the harbour office and the public, so don't be shy to ask.

We must remember that the harbour do not own the landside assets and therefore he has to lobby the council on our behalf when it comes to slip way, launching, trailer storage, wash down areas, compound issues, etc.

He is trying to work in association with the council and the harbour have in fact contributed to work on the Kingsbridge slipway. This collaboration will continue.

The whole Batson area is, for example, being investigated by a team of consultants with a view to producing a masterplan for an improved layout. This will review all issues we have highlighted and there will be a public consultation within 12 months. Hopefully we can see improvements for the yawls on and off the water.

As always, he and I encourage consideration to other people at all times and a key eye on safety.

If any of you have any issues that you would like me to take up with the harbour master, please let me know.

Andrew Reed



Following last year's successful Pig Racing session, we held a Christmas get together at the Salcombe Shooting School at Bolberry. 12 clay and 12 air rifle shooters gathered with friends and family for a competitive and enjoyable morning. The weather was very kind and a good time was had by all. Penny produced a fine pheasant casserole and a good deal of homemade sloe gin and other brews were consumed during but mainly after the shooting.

CLAY PIGEON & AIR RIFLE SHOOTING



Alex Stone, father of the yawl class, who is in his 90th year at the sail past.

50TH ANNIVERSARY SAIL-BY



How amazing was last summer? Much to everybody's amazement, we had an absolutely perfect day for the 50th Anniversary Sail-By; warm sunshine, a gentle breeze and good tidal conditions.

Over 50 yawls turned out, most in their finery. The Sail-By, in numerical order led by John Smithers in Y14 Blackbird, followed a course from the start line to a buoy off Millbay then back to Fisherman's Cove and back to Millbay where the fleet mustered to run down the estuary en masse.

On the first round, each yawl sailed under the watch house where Adrian Griffin and Scratch provided a light hearted commentary for the spectators in Cliff House Gardens.

It was a Saturday between the Town and SYC Regatta and the event had been well publicised and attended by hundreds of people.

As the fleet ran down the harbour, they were rung over the line by Alec Stone who had built many of them. Dave Gibbens was also on the water enjoying the spectacle.

Geof Gilson and Chris Spencer-Chapman were awarded 1st prize in the fancy dress competition looking very dapper. 2nd prize went to Simon and Seve dressed as shags in Y167. Special mention to Richard and Jayne Morris for their Dalmatian sails in Y101.

After the Sail-By, there was a picnic in Cliff House Gardens.

It was a pleasure to see so many yawls that do not usually race, on the water and one even from Chichester.



THE POLYESTERMITE 149

'I think you may be interested in my discovery.' That was as much as the Lloyds surveyor would tell me on the telephone. Hardly the sort of invitation to lure one down to the coast on a wintry afternoon - except that I detected a special note of urgency in his voice.

We had arranged to meet near the boat hoist, but when I arrived at the yard he was already by the gate, jam jar in hand.

'Look at this,' he grated, thrusting his arm through the car window. The jar he was holding contained a small prawn-like creature.

'What is it?' I asked, being largely mistrustful of seafood.

'It's a polyestermite,' he boasted proudly. 'The first one we've managed to catch in this country.'

'Well, well... that's really exciting.' I offered cautiously. 'If there's one subject certain to bring me racing to the coast without my lunch, it's insectology. I'm mad about bugs. So what does it do, eat turnips or something?'

'No, glassfibre, as a matter of fact. It eats glassfibre boats.'

He led me across to an infested boat which was lying in her cradle. 'This is where we found the little horror,* he explained, and banged the hull with his hammer. A shower of white powder fell to the ground.

'You mean to say they've done this?' The hull looked to me like a section drawing through an ant colony.

'Yes,' he replied. 'In three days. She was as sound as a bell when the owner left her on Sunday. When he comes down on Friday he'll be able to sweep her away with a broom.'

I dusted my shoulders already covered with left-overs and droppings, sat down and listened while he told me the whole incredible story.

It appears that, with the demise of wooden boats, the common

gribble or shipworm began to go hungry. There was a great migration to wooden piers, wharves and things like that, but soon these were all eaten up and starvation followed. Eventually and inevitably there was cannibalism, a situation in which only the toughest of the species would survive. Not only did the toughest survive, but the sinister creatures actually grew stronger and larger due to the hormone-rich diet their mates had provided; soon we had a super-gribble on our hand.

Opinions are divided as to the precise stage when the super-gribble evolved into the polyestermite but, in a relatively short period of time. Nature adapted itself to man's preference for glassfibre (cleans with a damp cloth!) and gave this new species the facility with which to eat it. In chemical terms this was a masticatory-assisted gland containing a powerful solvent acid. The acid, which chemists have found to be a hundred times stronger than nail varnish remover, is excreted onto the gel coat and then dispersed by the insect's feet - it will be noticed that some of the fore legs are shaped like glue spreaders for the purpose. The acid soon dissolves the gel coat and the creature is quickly through to the chopped strand mat, or the woven rovings, which of course it enjoys best. It is a prolific eater and can, during a feeding frenzy such as the mating season when it needs a lot of energy, eat four times its own weight.

The polyestermite (or *resinus pestus domestos*) was first discovered in America where it was found eating plastic detergent bottles on the Hudson River, a splendid debut which instantly endeared it to the Friends of the Earth Society. Very quickly they were marketing T-shirts with the little crustacean on the front. Indeed it was a rapturous beginning, and a Wisconsin candidate, running for

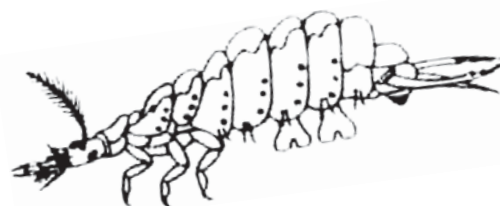


Fig. 42 The Polyestermite (*Resinus Pestus Domestos*)

Congress on a conservation ticket, even adopted the polyestermite as his motif. But then somebody found them quietly chewing away on the recently laid Alaskan pipeline, and the honeymoon promptly ended.

Despite strict surveillance at the ports and a ban imposed by the Ministry of Agriculture and Fisheries, the polyestermite came to Britain some time last winter. Already it is firmly established along the south coast, where its notoriety has even overshadowed the fast growing Japanese seaweed. So far no effective antidote has been found, although everything including banned insecticides has been tried - it actually enjoys some of the better known proprietary brands.

And now there is one more alarming fact which has just been discovered. Government scientists working at the Germ Warfare Establishment at Porton Down near Salisbury have found that the polyestermite is biologically double-ended. That is to say it has a mouth at each end so, with mandibles at the front and nippers at the rear, it can lie on its back in a marina and eat two boats at once.

I asked the Lloyds surveyor if there was anything, just anything, which owners could do to protect their boats from the ravages of this pest. There was only one sure remedy, he said, expensive but totally effective.

'And what is that?' I demanded anxiously.

'Sheathe the boat in wood.'



LONDON DINGHY SHOW 2016

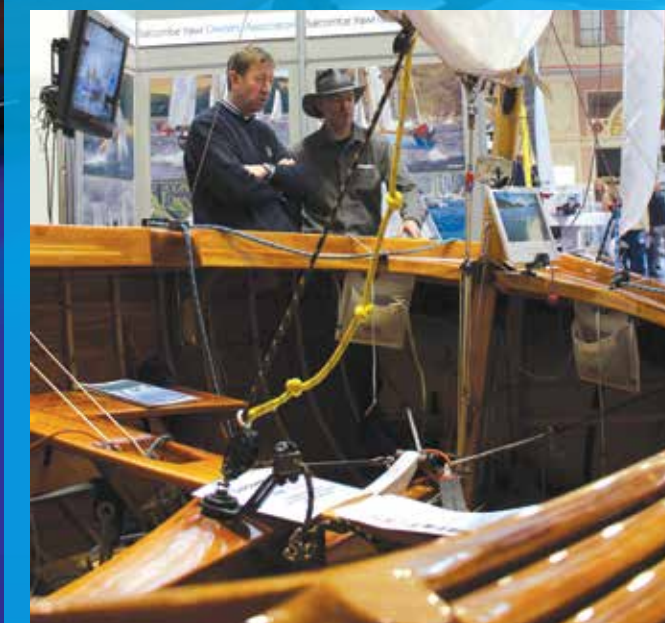
Andrew Savell took his beautiful 'Firecrest' up to Alexandra Palace for the London Dinghy Show. A number of keen yawlies helped him rig the boat and place it on Tris Stone's purpose made cradle. To us it was the star of the show and, bearing in mind it was in 'used' condition, it looked lovelier than most of the new wooden boats on display. It certainly caught the eye of most visitors amongst the plastic boats around.

We had display boards, photos, leaflets and magazines to hand out. We were joined on the stand by Kate Wills from Salcombe's Finest and the stand provided a good focal point for all Salcombe sailors who attended the event.

We had a video look provided by Andrew Stirling and general information on Salcombe and Salcombe Yacht Club.

It was a fantastic opportunity for the boating fraternity to see and touch a Salcombe yawl and there was particular interest from sailing magazines which promoted a number of articles to be written in the year.

A big thank you to Andy and Elizabeth Savell and all the helpers who rigged and manned the stand for the two days.



YAWL TRAINING WEEKEND 5/6/7 MAY

We are again running a race training weekend on **5/6/7 May** as there is still plenty to learn!

Richard Whitworth has agreed to be our coach again, and in addition local helms **Simon Gibbens** and **Malcolm Squire** have kindly offered to front the Sunday morning session....between them they have won a huge number of races!

The itinerary will, as before, run from Friday evening to Sunday lunchtime and include the first Yawl Mini Series race on Saturday afternoon and a group supper

on Saturday night. High water on Saturday will be 16.02 BST 4.3m. With the early May Open on the previous weekend, your Yawl will hopefully be ready to go!

The main theme this year will be how to analyse the best strategy for a race, be it a race in the estuary or at any other venue. Top helms generally do well wherever they race but how do they do it?! Some guiding principles are at work both before and during the race and hopefully we will pick up many tips.

THE WEEKEND'S SCHEDULE IS SET OUT BELOW.....

FRIDAY 20.00 TO 22.00

SYC chartroom Richard to outline the principles and information sources he uses to prepare for a race series. What factors will likely influence the start and your course during the race. Getting that race strategy right consistently is the skill of top helms but how do you interpret all the information out there?

If you have a particular issue you want to air with Richard, a questionnaire will come out to everyone beforehand.

SATURDAY 10.00 - 12.00.

SATURDAY CLUB RACE 14.00

SATURDAY 19.00

SATURDAY 20.00 - 22.00

SUNDAY 10.30 TO 12.30

On-the-water instruction.

Race 1 of the Yawl's "Mini Series 2017"

Group supper Details TBC

SYC Chartroom Video debrief of the day's sailing by Richard

SYC chartroom Simon and Malcolm have sailed in the Estuary since they were boys. Without question they know the waters, winds and obstructions like the back of their hand and use this to great advantage in getting to the front of the fleet. The tips from them will likely save you years of making the wrong strategic course decisions!

Do please come along if you can. It's free and there is most of the year's Yawl calendar in which to work on all the tips. If you can't spare the time to do it all then come along to parts. However Saturday morning on-the-water instruction is limited in numbers so do let me know.

Please email me in good time to reserve a place on training and also to book meals at john@thesmithers.com

John Smithers Y19

SALCOMBE YAWL EVENTS 2017

SAILING

Training Weekend

Early May Bank Holiday Open Meeting

Late May Bank Holiday Open Meeting

St Mawes trip (*Contact Andrew Wood*)

Salcombe Town Regatta

S.Y.C. Regatta

S.Y.C. Sea Race

September Open Meeting

Eve Friday May 5th - 7th

April 29th - May 1st

May 27th - 29th

June 24th - 25th

Sunday August 6th - Friday 11th

August 13th - 18th

Saturday August 26th

September 9th -10th

Mini Series

(this will form part of the training weekend too)

H.W.

May 6th 16.02

June 17th 11.53

July 1st 12.27

July 15th 10.38

September 30th 13.55

1 discard for mini series

SOCIAL

Chairman's Drinks at S.Y.C.

Salcombe Yawl Dinner at Cliff House

Picnic & beach games at Ager Point

A.G.M. and supper at Cliff House

Weighing days - *contact David Jayne*

Saturday April 29th 7p.m.

Sunday May 28th

Weather & tide dependent tba

Tuesday August 15th

**Boat park from 2pm April 28th
or by arrangement before you launch for the season**

SALCOMBE YAWL RESULTS 2016

Mini Series 2016

1st Y181 Paul Ellis/?

2nd?

3rd ?

Open Early May 2016

1st Y97 Andrew Wood/David Jayne

2nd Y19 John Smithers/Pete Hughes

3rd Y150 Jon Lewis/Clare Lewis

Open Late May 2016

1st Y19 John Smithers/Pete Hughes

2nd Y97 Andrew Wood/David Jayne

3rd Y112 Simon Dobson/Nicki Dobson

Handicap Summer Series 2016

1st Y181 Paul Ellis/Stephen Page

2nd Y170 Geoff Gilson/Chris Spencer Chapman

3rd Y132 Anthony Lofts/Allyson Lofts

Handicap Sailing Club Series 2016

1st Y181 Paul Ellis/Stephen Page

2nd Y170 Geoff Gilson/Chris Spencer Chapman

3rd Y150 Jon Lewis/Clare Lewis

Gold Henri Lloyd Salcombe Yacht Club Regatta 2016

1st Y100 Hamish Stewart/Simon Stewart

2nd Y22 Nick Jenna/Ellea and Vanessa Lowe

3rd Y152 Jane Panahy/Darius Panahy

Blue Henri Lloyd Salcombe Yacht Club Regatta 2016

1st Y97 Andrew Wood/Tim Petit

2nd Y19 Russell Smithers/Freddie Smithers

3rd Y132 Anthony Lofts/Allyson Lofts

Red Henri Lloyd Salcombe Yacht Club Regatta 2016

1st Y183 Will Henderson/Mandy Henderson
/Jim Stone

2nd Y167 Simon Gibbens/Andrew Reed

3rd Y184 Stevie Morrison/Frankie Rowsell

Salcombe Town Regatta 2016

1st Y183 Will Henderson/Jim Stone

2nd Y159 Dan Bridger/Var

3rd Y154 Graham Pike/?

4th Y171 Mike Whitehouse/Karen Whitehouse

Blue entrants

1st Y132 Anthony Lofts /Allyson Lofts (8th overall)

2nd Y61 Robin Hodges /Var (10th overall)

3rd Y155 Guy Rigby/Richard Murray (11th overall)

4th Y74 Andrew Stirling/Var (12th overall)

Red Fleet Open September 2016

1st Y167 Simon Gibbens/Andrew Reed

2nd Y171 Mary Whitehouse/Karen Whitehouse

3rd Y173 Malcolm Squire/Sue Squire

Open September 2016

1st Y97 Andrew Wood/Tim Petit

2nd Y19 John Smithers/Pete Hughes

3rd Y132 Anthony Lofts/Allyson Lofts

Handicap Autumn Series 2016

1st Y97 Andrew Wood/Tim Pettit

2nd Y170 Geoff Gilson/Chris Spencer Chapman

3rd Y159 Dan Bridger/David Jayne

THE BIG DEBATE

In last year's magazine, I reported that we had good responses to the questionnaires which helped discuss issues with the Harbour Master and the Committee. We had a flavour of the issues that the membership wanted to discuss.

This year, we have created the 'Big Debate' on the website.

As I have said before, we need to address the increasing age profile of yawl sailors, the decline in entry numbers and the lack of new boats being built.

Four 'what if' scenarios need to be addressed so the Committee can identify the wishes of the membership and act accordingly.

These four questions are as follows:

1. One start if there are limited numbers at Open Meetings

If a situation occurs when there are less than 20 boats or less than 8 boats in one fleet, then we race together with one start. There would still be prizes for red and blue fleet boats. The ultimate decision would be down to the Yacht Club and it would depend on the state of the tide, how busy the harbour is strength of wind, etc. The idea being that it would be good to race together as one fleet, give less pressure on the watch house and rescue boats, provide better integration in the bar afterwards and generally unite the fleet on and off the water.

2. What happens if or when the blue fleet entry sheet rises above 20?

With the popularity of the blue fleet and the excessive cost of a new red fleet yawl, there may be a possibility that the blue fleet racing list may rise above 20 which is more than is allowed on the start line. Do we look at seeding/promotion/relegation? Do we reassess the status of some yawls above 141? Numbers would not be sufficient, nor demand exist for the reintroduction of a green fleet.

3. If no new boats are built or if there is a general decline

Should we look at making a yawl more accessible and affordable by looking at a fibreglass yawl to keep costs down? Research has been carried out and it would be possible to take a mould off an existing yawl or create a mould off an existing design and build fibreglass yawls in a way that would ensure they performed in the same way as a timber yawl. The stiffness would be the same, the weight distribution

would be the same, the weight would be the same and the shape would be the same.

They could be left on a mooring, they would have significantly less maintenance, they would be cheaper, there would be no racing advantage, they could have timber decks and even timber top planks and transoms if the owner decided.

Being less precious, it would promote loaning, hiring, borrowing, etc. which would encourage more participation. There are a number of classes that have successfully gone down this route and the class has flourished.

4. Should the classic fleet have a classic rig?

Old photographs show yawls sailing with high cut clew on the jibs and straight cut leaches on the mains. This provided competitive racing and a manageable rig. It was less easy to be overpowered or capsize.

Should the classic fleet sail with restricted sail area measurements? The differentiation between the two fleets would therefore be sail area not hull shape. It would allow older sailors to continue sailing. It would reduce the advantage that a red fleet hull may have.

So far, question 1 has attracted 11 comments. 9 responses agree with the proposal with one non-committal.

Question 2 has attracted 13 comments. The scenario was answered in many different ways and perhaps the situation may never happen. If it did, I suppose the class would be much wealthier anyway so whatever will be, will be.

Question 3 has also attracted 13 comments. More questions than answers proliferate the responses and I think we need a greater response from more members to really understand if fibreglass yawls would be accepted by the class.

Question 4 has 7 responses with 4 supporting the idea of a classic rig for a classic fleet. One was against and 2 were non-committal.

I think the debate has not yet been properly supported or responded to. As Swifty has said in one post "take an active interest or this fleet is history".

I would urge you all to respond please. It may be that the scenarios will promote controversial responses and people will not want to put their head above the parapet.

I would like to have a live debate also at some stage but this again will need to be tightly controlled to prevent alienation of those with alternative views. The exercise is to bring opinion together to create an open and positive way forward. So far, my fears of a decline seem inevitable in the near future.

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