

DB

news



H.C.

Editorship of DB News seems to be as impermanent a position as managership of a 1st Division soccer club. But in my term of office I would like to restore our Class magazine's former regularity and continuity.

Perhaps the best way to get a healthy magazine going is to create controversy. So we must have a correspondence column, provided issues come out frequently enough (editor please note). This of course can only be possible if there is enough material coming in.

We want to continue as Jim Twyman did in the last issue, run a page about a different club in each issue. We would be delighted to tell you about Padstow for several issues, but somebody, somewhere must know enough about their own club, and care; and they might even like to sketch it.

I hope not to have to scratch through the old file of past articles when there are people like David Clifford to provide such accounts as he has in this issue. With a bit more help from Peter Whittingham David might even regale, no doubt equally laconically, his later adventure of last summer.

Out of the controversies of the future and the tales of adventure, and even the editorial, we shall no doubt have some humour, and surely this is inevitable since our common interest in boats and sailing is basically pleasurable.

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If you look back in the Year Book you will find two or three names which are household words in Fireball, Soling and Admiral's Cup circles. John Caig, brother Richard Cake, and George Stead to name them all. These people spent a long time sailing DBs, and since the standard hasn't fallen our present top helmsmen ought to be rated as at least proficient in their sport. But if we wish to maintain this rating confidently, and still sail with "the best of them", most of us surely must spend some time in swotting up on our fundamental racing rules. They were designed basically to avoid collisions and allow the smooth and fair running of races. Unfortunately the vagaries of wind and tide do not always allow us to abide by the rules as we would wish, and occasionally a collision occurs.

The rules then say that someone is disqualified, and if this doesn't occur voluntarily by at least one boat retiring, then a meeting should be called to interpret the relevant rule, and the way in which it was or was not observed.

I would like to see this meeting called an interpretation meeting. It might take the sting out of the word "Protest". However, since I don't suppose the R.Y.A. would agree to interpretation meetings, we shall have protests. But it is a hard way to learn the rules, and takes up valuable drinking time, so lets avoid them, both in our clubs and at championship meetings, by knowing and observing strictly the common rules at least. Play up, play hard, but play the game.

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Almost in the same vein one might say Pay up, etc., get your Racing Certificate, and then you can play the game, with a clear conscience.

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Comment on toe straps : get them in the right position. A doctor sailed with me this season and made some comment about hernias and my toe straps. I said that I hoped he was wearing his truss, to which he answered that he thought it would soon be necessary.

So can we have some ideas about where and how to position toe straps on the Dayboat ?

#### WELSH DINGHY EXHIBITION 1971

The Welsh Yachting Association and the Central Council for Physical Recreation arranged an exhibition at Cardiff at the new National Recreational Centre for Wales on 20th/21st November 1971. The Y.W. 14 ft. Dayboat Association took part, as well as every other international and national dinghy association, and there were demonstrations on Sail-Setting, Sail-Making, Tuning your Rig, Maintenance of G.R.P., and many films.

These dinghy exhibitions are often a great deal more interesting and educative than the Earls Court Show, which is, after all, only a Show. Earls Court, Crystal Palace, now Cardiff. It is high time the South West was brought into the R.Y.A.'s scheme of things.

#### DB WEEKS IN GENERAL

So many of the entrants to our National Championships enjoy themselves so much that it beats me why we don't get a larger entry. I would have thought that at least half a club's regular DB racing fleet would turn out for its National Championships, particularly if its members believe that the strength of a class is often measured by its entry at the Nationals. This is a dig at Poole Y.C. particularly, but since next year's

National Championship is at Poole I would like to give this fine club a plug or two.

There are first rate facilities in every way, to match any club anywhere. Large car parks, three slips, a jetty, and first class moorings; and an efficient, to say the least, yard staff and ferry service. And even Acapulco has odd tides apparently.

I can't say much about the protest committees, but I do know that they will be able to deal with a problem we have swiftly and surely, if their present high metabolic rate continues.

#### DAYBOAT WEEK SOUTHEND 1971

"Never mind the weather, so long as we're together." Sounds like Southend. but the funny thing was that the weather was really superb. It started with a gentle practice race in which the wind shifted so much that everyone decided that the results for the week would be just a matter of luck. As it happened, this was the only day which suffered a major wind shift after the start, and was the only day of light airs. The wind increased with the week, until its climax on Thursday when things became interesting down wind in a choppy sea. It is always good to hear people say how well the Dayboat looks in roughish weather, and how well they seem to go both on and off the wind. The Dayboat being a heavy boat makes normal dinghy fittings look and act very flimsily, and it was to owners' credit that gear failures were comparatively few. We are learning gradually to put man-sized fittings on, even if we do draw the line at steam assisted shroud levers - yet.

Friday dawned with the championship settled, with much advanced maths being applied to sort out the other 3 placings. The wind had veered south westish, and dropped a little. How much more poetic if it had backed East, "as if to blow us gently home". But it didn't, so we all stayed the night, and a good job too. It was a lovely race in night on perfect conditions: plenty of wind but comfortable, enough sea to make it interesting (particularly if you went out in the channel), and a fine sunny evening in which to take out the boats, lash them on to trailers, stopping for a natter between knots before the haul of the morrow.

You can see the results further on but it must be mentioned that the best men and boats always do seem to get there, despite being boxed in at the start, etc. The new boat from Poole, The Keys, with the experienced Ron Moody, sailed pretty well impeccably to win all but Thursday's race in the points series, and thereby clinching victory without having to sail on the Friday. Don Tanner and the Lees brothers, Roger and Paul, occupied 2nd and 3rd respectively, each having given of his all, and it was good to see Nick Russell and his girlfriend up amongst them in 4th place from Thornbury. Modesty prevents me from going further down the list.

Much credit must be given to all crews, but to the ladies particularly. They may complain consistently, though gaily, of their helms, but they turn out nevertheless, both functionally and decoratively.

To conclude it is right to comment on the organization which, thanks largely to Paul Bateman, was very excellent. The ladies of the Club also did splendidly, at all sorts of odd times, catering for the inner man, and the overall hospitality provided by Paul's father, the Commodore, and his apparently willing helpers, must also be very highly commended.

So far as the racing was concerned, I don't think you can beat Olympic courses, but I also don't think you can beat a port bias on the start. Even if I haven't always the courage to start on port I like to see someone try.

The one minute rule seems a very good thing, since only on the Friday, out of seven races in all, was there a recall, and that as far as I know involved only one boat.

I haven't dealt with the week race by race, but Steve Church Stevens has kindly done this for us. I never feel one should rely on any one person, but we do on Steve. He never lets us down and we are grateful.

#### Comments heard/overheard at Southend

Newish crew struggling up from leeward following unheralded tack :  
".....! You've got to be b..... quick in this game!"

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"I'd like to see somebody do that in a Hornet!!"

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"My wife would have to jump from the masthead to work one of those things."

"Secings believing!!"

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Female crew : "He won't even come and give me a hand with the whisker pole. He just sits on the transom."

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Crew, bleeding whilst shaving : "Now I know where they get that red alcohol from for thermometers!"

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RESULTS OF DAYBOAT WEEK, SOUTHEAST 1971

		Position					Pts	Fin. Pos.	Long Dist		
		Mo	Tu i	Tu ii	Th	Fr					
499	The Keys	R.A. Moody	1	1	1	2	X	4 $\frac{1}{4}$	1	X	Poole Y.C.
88	Damon	D. Tanner	2	4	3	1	1	6 $\frac{1}{2}$	2	2	"
410	Dolly	R.M. Lees	4	2	2	3	R	11	3	1	"
502	Aphrodite	M. Russell	3	3	4	R	7	17	4	17	Thornbury
263	Hinemoa	K.C.J. Hughes	12	5	9	6	2	22	5	6	Padstow
266	Apsaras	M.A. Small	23	13	5	4	3	25	6	8	Axe
440	Decibel	H.J. Kelly	6	6	R	10	4	26	7	7	Alexandra
477	Julie	P. Whittingham	5	7	7	7	16	26	8	12	Thornbury
152	Royanna	D.C. Roberts	9	18	6	8	12	35	9	X	Poole
495	Teresa	E.C. Grace	7	17	11	5	13	36	10	10	Thornbury
314	Annabelle	P.B. White	11	11	14	9	5	36	11	5	Poole
11	Overdraught	J.W. Gould	8	R	16	13	9	46	12	X	"
412	Beeswax	S. Decont	22	14	15	12	6	47	13	9	Tamar River
138	Kim	R.W. Leat	13	16	8	R	10	47	14	4	Thornbury
145	Speedwell	E.W. Marshall	17	8	21	16	8	49	15	18	Medway
493	Hebe	R. Bagshaw	26	10	10	11	19	50	16	14	Thames Estuary
427	Chaos	P. King	15	9	13	X	14	51	17	R	" "
474	Constance	A. Jameson	25	20	12	14	11	57	18	X	Gravesend
378	Tapio	J.W.R. Twyman	27	22	17	15	15	69	19	19	"
501	Aquarius	L.H. Walker	20	19	20	R	18	77	20	3	Thames Estuary
213	Tanglefoot	D. Allen	24	23	19	20	17	79	21	13	Thornbury
328	Pugwash	D.R. Clark	29	12	28	19	21	80	22	X	Alexandra
332	Drambuie	R. Patrick	18	27	22	21	22	83	23	20	"
462	Spray	D.A. Wood	32	24	24	18	20	86	24	16	Thornbury
434	Pretty Miss	C.E. Hutchings	30	26	18	17	R	89	25	15	Thames Estuary
393	Greensleeves	S. Corri	10	15	X	R	X	90	26	X	Alexandra
476	The Pobble	K.R. Scott	14	21	23	R	X	90	27	11	Thornbury
371	Freela	F.G. Jackson	33	30	25=	22	23	100	28	22	Gravesend
57	Teal	W.J. Andrews	21	31	R	24	25	101	29	24	Minehead
349	Puffin	A.J. Drew	16	29	X	R	26	103	30	X	Gravesend
482	Ecstasy	K.A. Leeson	28	25	27	23	X	103	31	21	"
5	Spoof	J.C. Bowers	31	32	25=	25	24	105	32	23	"
433	Dunlin	R.V. Laming	19	28	R	R	X	110	33	X	"

Note : The listed helmsmen are not necessarily those helming the boats in the Long Distance Race.

X - Did not start R - Retired

## DAYBOATS AT SOUTHEND-ON-SEA

This was the second time the Yachting World Dayboat Championship Week was held at the Alexandra Yacht Club at Southend, and as before in 1966 we met a warm and hearty welcome from our friends there. This time the entry was a better one, 33 as against 25 in 1966, and the tally of entries makes interesting reading : Gravesend 8, Thornbury 7, and Poole 6 being the most numerous fleets.

After a rather uncertain weather pattern in the preceding weeks, Sunday 22nd August showed misty sunshine, and the usual practice race brought out almost all the visiting boats. On Monday, with similar sailing conditions all 33 boats started, the wind being S.E. Force 2-2½, and in the J.C. Payne Cup race the two first places went to Poole boats, Ron Moody's The Keys, an almost new boat from Gibbens of Salcombe, being first, and Don Tanner's veteran Damon second. Third was Nick Russell's Aphrodite, a G.R.P. boat from Thornbury. An Alexandra boat Decibel sailed by George Wallace was placed sixth. It was noticeable that Ron Moody made a very quick getaway from a rather bunched start, and led all the way. The champion, Dolly (R.M. Lees) was fourth at the finish.

Two point races were run on Tuesday. In the E.W. Cake Cup race The Keys and Dolly were first and second, and Aphrodite third. In the Aberdonian which followed the Cake Cup race in the afternoon The Keys and Dolly ran in first and second again, with Damon third. This was a brighter day with wind just S. of E. over Force 4 at the start of the first race and up to a bit over Force 5 by the end of the Aberdonian. In the latter race Decibel broke her rudder in the second round, and was towed in; and one of the Gravesend boats, Dunlin, also retired.

Wednesday's Long Distance race for the Tratman & Lowther Cup is an annual event of much interest as being out of the ordinary run of course races, and does not count towards the championship award. By courtesy of their owners, six of the boats competing were sailed by cadet members of the Dayboat Association and thus Dolly was sailed by R.M. Lees' younger brother P.T. Lees, and R.M. Lees sailed Mr. Walker's Aquarius. This year there were 25 starters on a course of about 12 miles, westwards along the Essex shore (after a short windward leg towards the pier), and then back to the Club finishing line with turns at various buoys on the way back. Wind was just S. of E. again and about Force 4-5, and it was one of the most perfect sailing days we have had all this season. Dr. K.B. Scott's The Pobble from Thornbury established an early lead, but was passed on the eastward beat along the shore, and Dolly gradually opened up a most convincing gap and won easily. An exciting feature of this race was provided by Brian Leat's Kim and Peter White's Annabelle, which staged a long dingdong struggle for third place, and in the end were so involved in their contest that Aquarius ran in and passed them both.

On Thursday in the Marlow Rope Trophy race we had 32 starters - wind almost due South and at first Force 2½ with a smooth sea, but the wind gradually

built up to 4 or  $4\frac{1}{2}$  with quite a vicious sea running. Amongst the leaders we had a familiar position developing, with Damon being more aggressive than of late. At one stage Damon, The Keys and Dolly were reaching neck and neck for the buoy, with only a few feet between them, but Don Tanner managed to go round first and led all the way to the finish, with The Keys second and Dolly third after a keenly contested race.

By Friday morning the position was that Ron Moody was in an unassailable lead on championship points, and decided not to sail that day. This last event was graced by another lovely day, after rain early, and we were on westerlies again at long last - this season having been marked by a most unusual run of easterly weather. The races at Southend are of course timed according to the tidal position, and today it was a 3.30 start with wind west by north (and later almost due west) Force about 4 and a smooth sea, with the same sunshine as throughout this wonderful week. This last race was of course bound to be a duel between Damon and Dolly, both of which had sailed with convincing success during the series, for the second place (which carries a Runner-Up Cup from Plymouth) in the championship. By a stroke of terribly bad luck Dolly broke a rudder pintle quite early in the race and had to retire. Damon won easily, second being Chris Hughes' Hinemoa from Padstow S.C. and Mr. W.H. Small's Apsaras from The Axe S.C. third.

So the final position in the championship came out as 1. The Keys, 2. Damon, and 3. Dolly, at the end of one of the most enjoyable and exciting events we have had. It is gratifying to note that recent newcomers to the class include traditional clinker boats from Walker and Gibbens, and also G.R.P. boats like Julie and Aphrodite which showed great promise of future additions to the fleet of both types of construction. Both wood clinker and G.R.P., wood masts and metal masts, feature in keen competition side by side, and if G.R.P. has yet to find its best form, the future of Dayboats looks decidedly promising.

J.J. Church Stevens.

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#### THE SECRETARY'S REPORT

In the last issue of "D.B. News" there appeared an advertisement labelled "Situations Vacant". It was for the Hon. Secretary of this old established Class Owners Association. Well, I am the new Secretary, and so I will continue Jim Twyman's analogy by introducing myself as if I were applying for the job.

My name is David Wood. Aged 33 years. Married with 3 children. Main asset is my wife Valerie, who can type and loves Dayboats in spite of



hardly ever setting foot in one. Val is a nurse and I am a civil engineer, so neither of us knows much about office management, but we feel we can carry on the splendid system set down by previous secretaries.

I have been sailing Dayboats for four years, and of that the first three were spent just pottering. The bug really bit me when I started racing at Thornbury, and since then I've been addicted.

You may wonder how I came to be Hon. Sec. with that background. Well, I think the main reason was that I was the only one who applied !

I see now that I have quite a task, following on from Jim and Jean Twyman. Their enthusiasm, hard work, and intimate knowledge of every Dayboat and its owner have kept the Association throbbing for the past five years. They have laid the "smooth - clinker" controversy to dust, and have spread the good name of the Dayboat far and wide. We are all very grateful.

In particular I should like to thank them for the handing over and explaining the system with such efficiency and friendliness. They will still be involved, not only as my constant advisers, but also to organise the yearly D.B. stand at the Crystal Palace Dinghy Exhibition, and to serve on the Committee.

There were other changes of the D.B. Committee accepted at the A.G.M. Mr. D. Asdell and Mr. J. Barker leave and are to be replaced by Dr. Ken Scott of Thornbury Sailing Club, and Mr. Hugh Small of the Axe Sailing Club, who came 6th at Dayboat Week.

Chris Hughes has also been pressed on to the Committee. This is as well as being the new Editor of this stimulating journal. Chris by the way, is that dynamic dentist from Padstow, who seems to take a pride in keeping his Dayboat looking as rough as possible, and then smashes his way through the fleet to finish 5th. This was after having made the racing committee change the direction of the start line six minutes before the gun on more than one occasion. He really enjoys sailing and can talk the hind leg off the proverbial donkey. What better qualification for an editor !

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## LIST OF OFFICERS 1971-72

Chairman	D.R. Tanner	Poole Y.C.
Hon. Secretary	D.A. Wood	Thornbury S.C.
Hon. Treasurer	B.W. Leat	Thornbury S.C.
Committee	J.W. Gould	Poole Y.C.
	K.C.J. Hughes	Padstow S.C.
	N.J. Ridler	Minehead S.C.
	K.B. Scott	Thornbury S.C.
	W.H. Small	Axe S.C.
	J.J. Church Stevens	Poole Y.C.
	T.W.R. Twyman	Gravesend S.C.
	Mrs. J. Twyman	Gravesend S.C.
	R.G. Warren	Thornbury S.C.
	P.B. White	Poole Y.C.

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### Fellow Members

Shroud levers, adjustable diamonds, sail zips and adjustable bracers.

My personal opinion is for shroud levers because if the helmsman requires his rigging in tension all the time he may do so. Unfortunately I cannot fit shroud levers to my boat because of (a) bouyancy tanks, (b) female crew. However, the same may be achieved by leaving the rigging slack, and by judicious use of a mainsheet track, sheeting hard in on the beat and raking the whole rig aft. As soon as the mainsheet is eased, the tension in the jib luff pulls the rig forward. The only drawback being a jib luff which sags away on reaches. Some helmsmen may think this a rather hair-raising idea, having the rigging moving, to a certain extent, independently of the boat, but I would like to point out that shroud levers eliminate this problem of slack rigging.

Adjustable diamonds are a fitting which is standard to the new olympic single-hander, the Contender. There are certain drawbacks to these however, one being how to use them to the best advantage. The other, especially on a metal mast, is if they come undone, or part company with their anchorage, it imposes considerable heavy shock upon the mast which will, in all probability, collapse at the hounds. I feel that here it is worth pointing out that this contributes at least two more strings to the cockpit, but the advantage of maintaining a straight mast, and not spilling wind from the top half, which falls away, is obvious, especially on marginal planing reaches.

Sail zips to me seem to be a very good idea if you can afford them, but in the average sail a cunningham hole will achieve practically the same

thing, but if you have a top class sail, then maybe a zip is worth bothering with.

Finally from zips to bracers, and if members of the Association have no knowledge at present of how to preserve their decency, then they deserve to lose their trousers.

Nick Russell.  
D.B. 502 (Aphrodite)

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#### Dayboats for Sale

The following Dayboats have been recently put on the market, and are believed to be still for sale.

- DB 441 Both built by L.H. Walker 1967.  
DB 443 Excellent condition. Price £225 o.n.o. each  
Apply : F.G. Reeves, 154 Kingsway, Selsey,  
Sussex. Tel. Selsey 3503.
- DB 262 Amateur built in 1952. Condition  
poor. Price £50.  
Apply : D.A.B. Smith, 4 Badbury View, Wimborne,  
Dorset BH21 1DH. Tel. Wimborne 4862.
- DB 56 Built by Tratman & Lowther in 1957.  
Clinker, complete with Cover and Trailer.  
Price £120 o.n.o.  
Apply : P. Stevens, Trillthorpe Cottage, Pear  
Tree Field Lane, East Hardwick,  
Pontefract, Yorkshire.
- DB 349 "Puffin" built 1963 Walker. All usual  
equipment. Blue Hull, Varnish Deck, plus Solode  
Trailer. Price £300.  
Apply : T. Drew, 6a Walnut Tree Close,  
Chislehurst, Kent.
- DB 11 "Overdraught" complete with Bramber Road  
Trailer. Price £120.  
Apply : J.W. Gould, 75 Blair Road, Trowbridge,  
Wilts. Tel. Trowbridge 2523 (Day).
- DB 428 Walker built in 1966. S.S. rigging, and all the  
necessary cruising/racing equipment, plus Campari  
Tender. Price £200.  
Apply : M.E.M. Davies, 30 Hawthorns, Leigh-on-  
Sea, Essex. Tel. Southend 521031.

- DB 485 Fibreglass from Golden Arrow Mouldings in 1970.  
Seagull Century outboard plus Mounting.  
Price £450.  
Apply : J. Buckingham, Ground Floor, 41 York  
Road, Southport, Lancs. Tel. Southport  
65707.
- DB 10 Built by Ford in 1953. Price £100.  
Apply : Dr. R.A. Whitcombe, The Old Vicarage,  
St. Arvans, Nr. Chepstow, Mon.

#### DIARY OF A WEEK LONG DAYBOAT VENTURE

The intention was to start from Oldbury on Severn, being Thornbury Sailing Club H.Q., on the night tide of Friday 9th July but, probably after too many drinks at the Anchor, in launching the boat we ran off the jetty and had to leave the boat overnight suspended in mid air with one wheel on and one wheel off the jetty. Anyhow, the next morning at about 9 a.m. we succeeded in floating DB 122 "Pippin" and set off along the river bank towards the Severn Bridge, through the notorious shoots off Chepstow and on towards our destination which we felt would probably be Minehead, roughly 60 miles. The winds were light and we had to use the engine (1½ h.p. clapped out Evinrude) from the shoots to Clevedon. Setting course for Minehead, visibility poor and without any wind we continued on the motor. Off Steepholme we decided we would not be able to make Minehead and headed for Watchet. Arrived about low tide at 6.00 pm, anchored, moored to the jetty barely inside the harbour and went ashore for a couple of drinks and a bite. It was a beautiful, still, sunny summer evening so we proceeded to motor very leisurely along the coast close in as the tide was against us to Minehead where the local sailing club (who have 17 Dayboats) kindly let us sleep on the floor of their club house.

Next day we had similar conditions: very little wind and visibility even worse. We sailed out just before H.W. about 9.30 a.m. and set a course westerly towards Foreland Point but had to take the sails down and use the motor. Visibility was very bad by now and we estimated our time of arrival off The Foreland at 1 p.m. We could hear the fog horn very clearly but we were out of sight of land all the way. In fact, the first land we saw was Foreland Lighthouse but no sooner had we seen it than our engine petered out. Meanwhile we lost sight of the lighthouse and proceeded to row into Lynmouth setting the compass on a southerly course. Arriving 100 yards up tide of Lynmouth which was very satisfactory, we anchored, blew up the inflatable (this was to become a monotonous necessity - it took 15 minutes and we blew it up whenever we anchored, twice most days), went ashore and had a pub lunch and a sleep in the sun - beautiful day.

After the kip we set off for Ilfracombe in the afternoon but stopped at Combe Martin for a drop of liquid and a bite about 6.00 p.m., then motored on keeping very close in shore to Ilfracombe, as the tide was against us. The coast along here was very pretty, and it was pleasant winding our way in and out of the bays to beat the tide. That evening we met Minch and crew of "Lady Ann" (local Thornbury villains ? Severn pirates) and slept aboard. Monday the wind was very much better early in the morning but we did not set off until about 12 noon after a stroll round the town. By this time the wind had died so we had to use the motor again and set out to sea to avoid the chop off Bull Point but the conditions were very uncomfortable. In fact, Steve my crew, was laying horizontally along the centre thwart of the boat and as conditions seemed so unpleasant we decided to take the course that appeared to be taken by other small boats and kept closely into the shore. Off Bull Point sea conditions were very bad, the worst that I would like to experience, particularly because there was no wind. In fact, if the engine had packed up I think we would have had some difficulty in preventing waves from coming over the sides. Amazingly within 5 or 10 minutes a reasonable wind got up and we were able to hoist sail and proceed towards Lundy where we arrived at about 3.30 pm, anchored and went ashore for a late lunch and a snooze in the sun. Spent the evening drinking in the pub and slept the night in the little cave down by the beach. It was very pleasant and the sun woke us early in the morning piercing the entrance to the cave.

Tuesday the wind was blowing a little too strongly from the north east about 4 to 5 and it would not have been possible for us to get off in our little plastic dinghy. We were very worried about the boat but luckily one of the local skin divers came down in their large inflatable and took us out to "Pippin". We were not able to leave Lundy until about 12.30 p.m. and because of the conditions we were very much behind time.

Anyhow, we set course for Bude where it was hoped to spend the evening and despite the chop shown on the chart sea conditions were good. We arrived off Bude about 4 o'clock but it was low tide and quite obvious that we could not get ashore. We had a north east wind going about 4 to 5 driving us at maximum speed of about 5 knots. We arrived at Port Isaac about 9 o'clock just before H.W. and had considerable difficulty in mooring as the anchor would not hold against small waves breaking in the harbour. We were offered all sorts of advice from the fishermen who were completely unable to appreciate the weight of "Pippin". Eventually it was decided to pull her up the beach on wet pieces of wood. This we did to the complaint that she had not got a very good keel on her and the fact that she weighed so much. However we got her up and had supper of beer and magnificent Cornish pasties.

It was warm and dry and we had a very pleasant night on the beach at Port Isaac with very little disturbance, apart from a few gulls and were woken about 5.30 a.m. by fishermen seeing to their pots for the day's fishing. One of them had a large clinker dinghy called "Shepherdine" which he had bought from Bristol. He had always wanted to visit Shepherdine and as this is the "Thornbury Evening Sailing Contingent" Drinking Venue I was able to

tell him a little about the "Windbound".

The next day we set out at high tide and headed towards Pentire Point across Padstow Bay to Trevoze Head and then down to Newquay. We arrived at Newquay about 1 o'clock for our lunch time beer, bite and snooze on the beach. We had a good wind (about 4), once again from the north east and it was quite hectic getting into Newquay Harbour. We used our usual mooring procedure in harbour. This consisted of putting out the anchor so that it is at its fullest extent if the boat is alongside the wall. It requires a certain amount of judgment and what with the locals not liking it and my bad judgment it took us about 10 minutes to lay our anchor. Anyhow, we managed it and tied up to some steps to what appeared to be the jetty in the centre of the harbour. Then we climbed a rather high rickety, rusty, iron ladder to the top of the jetty. We thought how very lucky to find a mooring so convenient but when we looked around to find out how to get to the Town Centre we found that the jetty was, in fact, a little island. We got back to the boat at about 4 o'clock after our siesta. "Pippin" was barely floating and by the time we got everything in she was not floating. It was impossible to get off from Newquay so we had to spend the night on the beach but were disturbed the following morning about 6.45 by a security man and a local vigilante with a huge great Alsatian who were determined that the likes of us should not be allowed to litter the "private" beaches of Newquay. We were, in fact, sworn at and threatened with the hound. I rang the police and have since written to the Chief Constable of Cornwall but neither seemed particularly disturbed by these men's offensive behaviour or fully understand the peaceful requirements of Dayboaters.

We set off with a Force 4 north east wind that gave a heavy sea just before high tide and headed for St. Ives, stopping on the way at St. Agnes for the usual, and whilst there felt obliged to inform St. Agnes coast guard we were on route. The coast guard station is about  $1\frac{1}{2}$  miles from the beach and on a hot day it seemed a waste of time walking up there but I suppose we should have allowed for this stop. We arrived at St. Ives about 7 o'clock in the evening and slept the night on the beach beneath the harbour wall. This time we were awoken at 4 o'clock in the morning with the same threatening behaviour by what I assumed was a policeman in uniform. Actually he refused to give me his name and number after threatening to have us inside if we asked any more questions. You'd be surprised how quickly a threat like that subdues you! However, the next day I ascertained that he was, in fact, employed by St. Ives Council. (Must be something to do with Free Wales or Free Cornwall or something.)

Still a bit confused (lack of sleep), we left St. Ives the next morning without informing the coast guard and could not decide whether to visit the Scilly Isles or proceed to Penzance. In fact, later, we decided to go to Penzance or somewhere between St. Ives and Penzance. The wind was blowing about Force 5 north north east with a very unpleasant swell. We both felt sick and determined from the charts to miss the

chop off Cape Cornwall. We rounded Lands End with the wind increasing to about Force 6 gusting 7 then planed on the broad reach round to Porthcurno. We were in the lee of the land and there was no swell but it was very gusty. We were very pleased to put into Porthcurno which was completely sheltered and we anchored in crystal clear water and rowed ashore in our little plastic dinghy. We had a snooze on the beach; it was a magnificently sunny day and in the evening we put the tent up on the beach and then walked to a pub near Treen, the "Logan Rock". On the way we passed the coast guard house and decided to mention our arrival to the coast guard just in case they had seen us leave St. Ives. He seemed very jovial and said he would see us down the pub later. We had a very pleasant meal at the "Logan Rock", chicken-in-the-basket, in a very nice snug. Instead of having very low beamed ceilings as in the bar, it had very tall ceilings very much like a chapel. Our friendly coast guard arrived as we were about to start our meal and we spent the evening talking about nautical things and we were very surprised to learn how closely one is observed at sea by the coast guards. He had, in fact, only just averted a full scale search for us when he rang up, much to his surprise and ours. We had been seen to leave St. Ives and not arriving on the Scillies, they were obviously rather concerned. Anyhow he gave them a very good story so as not to get dinghy sailors too poor a reputation and we had a very jovial evening.

The next day we set off about 9 o'clock for Newlyn. The wind was reasonable to start with 2-3 north north east but died away. We decided to take the sails down and fish for mackerel and sunbathe. We caught half a dozen and then motored into Newlyn harbour.

We took a train back to Bristol, picked the trailer up and drove back to pick the boat up and trailed it home.

I should add that the weather conditions were absolutely perfect; the sun shone every day and the nights were very warm. We had intended to sail back to Thornbury but in view of the wind direction we decided against it. We sailed about 200 miles. It was not very strenuous sailing; in fact, I'm afraid it was more like a pub crawl with the advantage of being at sea and the beautiful coastal scenery. It was a fantastic holiday and I would strongly recommend it. However, I think it could be unpleasant if there were headwinds of Force 4-5 and no sun and I believe these conditions are more normal. I'm sure you see more of the coast in a dinghy and a Dayboat seems to me the answer for this sort of jaunt.

David Clifford



DATES TO REMEMBER

Championship Week Poole Y.C. : provisionally 21st - 25th August 1972.  
And possibly Salcombe the year after.

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Open Meeting at Padstow on a May/June weekend for 2, possibly 3, races.  
Details in next DB News.

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Any other dates with details for any functions of general interest next summer should be sent as soon as possible to the editor, who would also welcome reports and results of these meetings very soon after they have occurred.



## EPILOG

Having set out to stir things up a bit initially, I feel these columns should be used to air a problem which might become a thorn in the side of the Association.

Obviously the Association cannot dictate any club's domestic policy, but it could voice its disapproval, particularly if a club's policy of not welcoming smooth hulled Dayboats to race with traditional clinker boats is considered to be detrimental to the Association's well being.

Rumour has it that most of the Dayboat fleet at Poole would welcome integrated racing and since they are so numerous couldn't they persuade their sailing committee to change its anti-smoothie attitude, or at least justify it to all. Surely they must see from the 2nd hand price lists that the old argument about glass fibre killing the second hand market for traditional clinker is so much nonsense now, particularly when so many wooden clinker hulls are now being built.

Mentioning this is purely to get everyone to healthily air their problems, dark mutterings about which are not in the best interests of the Association.

Remember, the sooner and the more you write the sooner will be the next D.B. News, except that I have been slightly hurt by David Woods remarks about my rough boat and shall be spending more time thinking about that this winter. However, it is said that if the cap fits, then, to save time, wear it.

## Personal

Jocelyn and Chris Hughes send Christmas greetings to all their friends in Dayboats, even if it is only just November/Dec/Jan/Feb (delete where necessary).

Letters, articles, poems, etc., before  
10th March 1972 please to the editor :

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