

DAYBOAT NOTES

News from the Yachting World Dayboat Association
JULY 2015



DAYBOAT NOTES

CHAIRMAN'S NOTES

Hello Dayboaters,

We seem to have emerged from Winter and Spring into a frenzy of sailing events, all of which attracted strong winds.

You will see from the following articles that Dayboat Week in June, the Bosham Open and the Poole Open, were all sailed in testing conditions – a theme that is forecast to continue until the end of July, at least. After Pete Hewitt (DB 669 Merlin), won Dayboat Week, the Poole Open, and the Bosham Open, I did suggest that he should go for the “Grand Slam” by entering the Gravesend Open, but understandably he'd had enough – hopefully the events will be more spaced out next year.

It was good to see some new faces at Dayboat Week and one article comes from one of members who enjoyed their first DB Week and I'm sure we'll see them again next year. The week was organised to fall outside of school holidays which meant that things were a lot quieter and that the cost of accommodation was cheaper, although it did mean that some members could not attend due to work commitments. Using a week outside of school holidays came as a result of listening to the views of some members and I'm sure we'll repeat this process again in the future depending on the venue, but for 2016 we are reverting back to holding the week in school holidays.

Dayboat Week was memorable by the appearance of DB 136 Merganser after Michael's epic restoration programme – please read his article. Since Dayboat Week, Michael's enthusiasm has shown no signs of abating, continuing to work on Merganser and he has recently towed it to Poole where he spent a few days sailing around the picturesque harbour.

Many thanks to Bob Davis for his article on trailers – something I must remember to re-read before preparing to travel to Brixham next year.

New build Dayboats continue at the rate of one a year with the latest order having been placed with our boat builder for completion in late Autumn.

Let's hope the rest of the season brings more favourable and less testing conditions for sailing.

John Lokier DB 632 Don't Panic

Cover picture:

A trio of Hewitts at Salcombe - see Report on page 8. DB 629 is hiding!

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THE COMMITTEE

John Lokier	Chairman	Poole	01202 698584
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Peter Hewitt		Poole	01985 214745
Sally Hewitt		Poole	01985 214745
Geoff Honey		Gravesend	01322 229751
David Macfarlane		Bosham	07538 528699
Alistair Seaton		Bosham	01483 268276
Paul Winterflood		Gravesend	01322 384090

Please contact any Committee member for advice or information

Welcome to new members ...

Richard Conyers, DB 607, Rumours, Poole YC

David Allen, DB 474, Constance, Thornbury SC

William Hugh Coventry, DB 628, Verity.

Paul Drewing & Katie Prentice, DB 475, Flo, Bosham SC

Ted & Sue Payne, DB 613, Tycho, Poole YC

David Morley, DB624, Clementine, Bosham SC

We are on Facebook.

Want to join? Register (easy) and then search for 'Yachting World Day Boat' and ask to join - it's free



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Happy 90th Birthday Jean Twyman



Gravesend Sailing Club has been a sailing club on the Thames Estuary for the last 120 years. One lady, Jean Twyman, has sailed from there with her late husband Jim since around 1948, and was first in line to become a member when lady members were welcomed, many years ago.

Jean, who lives in Bromley, is still very involved with Gravesend Sailing Club, and celebrated her 90th birthday on Tuesday 7th April. When plans were being made for a suitable celebration, she suggested that she would like to go sailing again. Mobility problems have meant that Jean hasn't been sailing for a long time - but she successfully sailed a dinghy on Easter Sunday.

This was made easier than last time Jean went sailing, thanks to a new accessible landing stage, built at Gravesend Sailing Club last year. A hoist, provided by GSC Sailability, made the transfers between boat and pontoon very straightforward - overall the accessible landing stage and hoist has opened up sailing at Gravesend to many more people.



Jean thoroughly enjoyed her trip and is looking forward to sailing again soon. She sailed today with her eldest son Richard, and her eldest Granddaughter - Charlotte. All generations of the family still sail at Gravesend.

Jean said "it's just been marvellous. It's been too long since I was in a boat. I missed it. Just brilliant".

Charlotte Davies

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NEWS FROM THE CLUBS

BOSHAM OPEN 2015

The forecast was very promising for a great day's racing at this years Bosham Open Meeting : wall to wall sunshine and a 3-4 westerly breeze.

For the 1st race, the breeze and the sun delivered as promised. A couple of boats were OCS, one of which was Peter Hewitt crewed by Natalie French (Poole) who restarted and then in masterly fashion sailed through the 11 boat fleet only to encounter a supercharged Iain and Cass Macpherson (Bosham) who used their local knowledge of Chichester Harbour to pip Peter and Natalie to the top mark.

Iain and Cass managed to hold Peter and Natalie down to the last turning mark when disaster struck, Doubloon's mainsheet parted, the boat spun around a couple of times and dealt Cass a bump on the head. This sadly spelt the end of their day's racing.

This left the coast clear for Peter and Natalie to take 1st place followed by Paul Dewing and Katy Prentice (Bosham).

For Race 2, the sea breeze kicked in with a vengeance and the wind increased to 18-22 knots. David and Alastair Macfarlane got the best of the start and led Peter and Natalie up the first beat only to be overhauled just before the windward mark. Peter and Natalie survived very wobbly final gybe to secure the event with a race to spare.

The breeze increased again for the 3rd race to 20-25 knots, which made for very lively racing. Peter and Natalie decided that, after all their hard work expended at last weekend's Poole Open, they had earned a rest so sat out the race and enjoyed the delights of Bosham's sunny terrace.

This left the field clear for David and Alastair who fought off an early challenge from Paul Winterflood and Roy Turner (Gravesend) to lead the depleted fleet around the course, followed by the very consistent Paul and Katie in 2nd place.

After tea and the prize giving the fleet enjoyed a very convivial BBQ evening.

1st	669	Mandarin	Peter Hewitt & Natalie French	Poole YC
2nd	597	Yellow Peril	David & Alastair Macfarlane	Bosham SC
3rd	475	Flo	Paul Dewing & Katie Prentice	Bosham SC

David Macfarlane DB 597

*You may sail the only Dayboat at your Club, but we still would like to hear from you
..... contributions to kathdavis@btinternet.com by mid December for the next issue*

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***Remember to visit the Association website
www.ywdb.co.uk
Information - News - Boats & Gear for sale
and lots of DB photos***

POOLE

Hi everyone, greetings from Poole.

Here we are well into the sailing season, Dayboat week is now over and we have had our Open Weekend. This unfortunately clashed with Bosham's classic boat regatta so we were down on visitors; however Paul Winterflood with Ozone Friendly came from Gravesend.



Saturday for the Round the Harbour Islands saw 9 boats on the start line; it was a lively sail with Pete Hewitt and Murray Glenister coming first in Merlin. Wendy and I were second in Mandarin with Paul Winterflood and John Lewis in Ozone Friendly coming third. We had a very sociable Saturday evening with 37 dayboaters past and present sitting down for an excellent dinner.

Sunday morning saw 12 boats on the start line for two races back to back, Murray and Teresa Glenister in Liberty came first in race one. The wind increased as the morning went on with race two being won by Peter Hewitt and Natalie French in

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Merlin. Race three was held after lunch with winds remaining very lively and was won by Peter Hewitt and Natalie French.

Overall results for the Newton Trophy

649	Merlin	Peter Hewitt and Natalie French
675	Aurora	Steve and Annette Wilson
650	Hullabaloo	Sue and Howard Clayton

I have to give special mention to Sue and Howard Clayton who capsized; this being Sue's first dunking in 40 years of Dayboating!

Looking forward to next year - as Dayboat week is in August 2016, dates have been submitted for Poole DB Open to be held on 11th & 12th June 2016.

Roy Davies DB 649

GRAVESEND

Gravesend Sailing Club completed the run of three Open Meetings, which this year fell on consecutive weekends. Entries at all three were quite low, probably due to the rather unseasonal high winds. Congratulations to Paul Winterflood, of GSC who sailed at all three meetings, as well as at Dayboat Week.

565	Avocet	Tim Parkinson & Diana Parkinson
535	Ozone Friendly	Paul Winterflood
622	Simply Red	Dave Thompson

A date for your diary



RYA Suzuki Dinghy Show 2016 takes place at Alexandra Palace in London over the weekend of 5 - 6 March 2016..

We expect to have a new Dayboat (676) on the Stand.

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2015 Dayboat Week



The 2015 Yachting World National Dayboat Championship was held under the burgee of Salcombe YC between the 7th and 11th of June. We experienced sunny and increasingly windy sailing conditions during the week. Twenty Two Dayboats competed in the Championship races and a long distance race from Salcombe to the Crabshell Inn at Kingsbridge. The entries included several sailors, who had been at Salcombe for Dayboat Week in 1988.

The stories regarding the windy conditions experienced during that week are legendary, but, still they were prepared to have another go. It was good to welcome Jim and Chrissie Macgregor and Gerry Philbrick participating in the week again after many years absent. Equally, we were pleased to welcome some first timers: Steve and Annette Wilson DB675, Ian Norman DB652 and Michael Sykes who launched his newly restored boat, Merganser, DB 136 but did not join in with the racing. Of course the “old faithfuls” were there in force to enjoy the racing and camaraderie.

This year the racing began in near perfect sailing conditions with blue skies, sparkly water and lightish winds. These conditions suited Pete Hewitt who set the pace and won the first two races. Race three was sailed in similar conditions and James Hewitt crossed the line first followed by Michael Hewitt and Alistair Seaton in third place.

The Long Distance race on Tuesday saw quite a reduced field in the windier conditions with some preferring to drive to the Crabshell at Kingsbridge for lunch.



DB 604 John Waters & Trevor Vaile

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Jim Macgregor put his piloting skills to good use and avoided the mud to get to the pub first, thus he and Chrissie won the Long Distance race and the prestigious and much coveted "Bobble Hat" trophy for the first married couple.

With strong winds forecast for the rest of the week, it was hoped to hold two races on the Wednesday. Race four, which proved to be the last race, was sailed in very windy conditions and a greatly reduced field. This suited the younger Hewitts who enjoyed close racing, with Michael emerging the winner. Peter Hewitt managed to stay in front of Jim Macgregor for third place and win the week overall.

Results

1st	669 Merlin	Pete Hewitt & Chris Lockett
2nd	649 Mandarin	Michael Hewitt & Natalie French
3rd	629 Kerfuffle	James Hewitt & Rachael Bullingham
4th	674 Liquid Luck	Jim & Chrissie Macgregor

Pete Hewitt DB 669

The following is the start of a report from DB Week at Salcombe in 1979 - you can read the full account on the website - go to 'Information -Dayboat Weeks'..

This report is being written shortly after returning from one of the most enjoyable -and variable - Dayboat Championships ever. Personally I'm sunburned at one end, web-footed at the other, bruised over the bits in between and smiling all over. Which just goes to show we had it rough and we had it smooth, but enjoyed it all.

Most of the 37 competitors arrived on the Saturday, having driven anything up to 300 miles in pouring rain to be met by friendly park attendants and scrutineers. Then followed a fairly hair raising sail for first timers through the yacht moorings to a special Dayboat trot laid by the harbour master just off the yacht club. Here all 37 boats lay in a line, quite an impressive sight.

Sunday saw sunshine, blue skies and a S W wind blowing not more than force 3. We had the added attraction of a first mark over the dreaded bar, which gave competitors a roller coaster ride over the swell, before running in a tide cheating procession past the sandy beaches of East Portlemouth and up to one of the elusive turning marks.

The results of this first race provided a few surprises. Only won by Dave Williams in 'Paddington Bear' after Jim McGreagor in 'Tattie Bogle' had torn a jib on a moored bowsprit, this race saw the debut of Richard Cake's brand new boat 'Instant Sunshine' which he brought in second, just ahead of Buzz England in 'Galatea'.

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MERGANSER DB 136

There is something about a YW Dayboat - we just love hearing about the old ones. We then enjoy the story that follows, and here is one such story. In February John Lokier received an email, with attached picture

Dear John,

I would dearly love to bring "Merganser" DB136 to Salcombe in June, but I have probably hundreds of hours further work to do on her restoration.....

I am beginning to be a bit more hopeful that I can actually get her seaworthy again (and in time to join in this year's activities).....

*I attach a recent photo to give you an idea of her present state. I am ** years old and revelling in using the skills I learnt (and some of the original tools) when I was four and five years old helping my Dad and my big brothers and sister build her from scratch.*

Michael Sykes



MERGANSER - Michael's Story

I wonder whether Merganser is now the oldest Yachting World Dayboat. The Association's register shows that 43 Dayboats were built in the years 1949 to 1952. (Sail Numbers were not issued until several years later, so some newer Dayboats have lower sail numbers)



HISTORY

My father OH Sykes built Merganser from scratch in 1952 and proudly displayed her at the Boat Show in Earls Court. She was launched at Medway Yacht Club, Lower Upnor, and was an important part of our family life until the 1970s.

My brother Guy and his family moved to Ullapool in Wester Ross, and Merganser went with them (by road) The third generation of the family sailed her in Loch Broom and Merganser won a handicap race in the regatta there.

When my brother could no longer sail her he asked me to look after her, so she came back (by road and rail) to South East England. I am sorry to say that in spite of my best intentions I neglected her for twenty years.

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RESTORATION

My semi-retirement brought the possibility of restoring her, and the idea of getting her seaworthy again in time for Dayboat Week 2015 inspired me to achieve this. Much of the planking was sound but many other parts had deteriorated, in particular at deck level all round, and thirteen timbers (hog to gunwale) had to be replaced.

The work took me over one thousand two hundred hours. Making and fitting new timber parts is quite a slow process, but I was most surprised at the time needed to remove the old fixings, which had to be done extremely carefully to reduce the risk of damaging the surrounding material.

About two hundred and fifty rivets had to be replaced, and several hundred brass screws many of which had become crystalline and broke even with a small torque. Then the broken bits had to be extracted and the old screw holes drilled out and plugged. In extreme cases one fixing could take an hour to replace.



Michael sailing Meganser at Salcombe

The upper edge of the sheer strake had rotted underneath the gunwale rubbing strip, but luckily my family had kept a part sheet of the original mahogany log, so I was able to repair the strake using timber from the same tree as the rest of the hull.

SALCOMBE (AND BEYOND)

It was an emotional occasion, taking part in Dayboat Week 2015, filled with pride in my father's craftsmanship, nostalgia for many happy childhood memories of the Medway, and the joy of joining the welcoming and enthusiastic members of YWDBA in the beautiful Salcombe estuary.

Merganser was not actually quite ready to race. She was taking on a great deal of water as it was her first taste of the sea for many years, but she did manage a few short passages under sail. In reality there was almost as much bailing as sailing, but the feeling of her coming to life again, and the power as a gust filled her sails, her response to the tiller, and the sound of the wavelets rippling under her prow brought me a happiness almost impossible to describe.

Merganser received the honour of the "Tanner's Tradition" Trophy for her classic wooden hull complete with wooden spars.

She is now back ashore in Bexhill. There are still a few weeks' worth of "finishing touches" to be done, and then we look forward to more sailing with our fellow Dayboaters.

Michael Sykes Meganser 136

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Dayboat Week First Timers - Denise and Ian Norman 652 Sophie Boo Mark Stanton (Icarus, DB 673), the tallest man I know, was the 'catcher'. His job was to catch the masts as the Bosham contingent dropped them backwards on successive Bosham dayboats preparing to go west to Salcombe. This was a big adventure for Ian and me. Ian has sailed Sophie Boo for 10 years in Bosham but towing isn't his thing or mine. The last time I towed a boat was in France where when turning the corner I took the door off a fish van – well the van shouldn't have been parked on the wrong side of the road anyway! So it was with some trepidation that we hitched Sophie Boo to the car to go to Salcombe. Ian McPherson had provided navigation advice to go down Bonfire Hill – and all was well until we missed it and found ourselves wedged at the bottom of Salcombe High Street – rather alarming for us but a very common occurrence according to the locals.



On finally reaching the car park there was a welcoming scene. A group of dayboaters crowded around, the mast was up again in no time at all and we began to relax a bit. We found our wonderful Waverley guesthouse in Devonshire Road, and then made our way to the fabulous Salcombe Yacht Club for reception drinks and spectacular views over the estuary. Several glasses of wine later Ian met his sailing partner for the week – the super Katherine Hodgson, who had kindly agreed to step in after I had to withdraw having hurt my hip. Frankly it was just as well – I like a gentle breeze and a glass of wine on Sophie Boo, and really wouldn't have been suited to the windy conditions which were to come. Ian also met his 'mentor', John Waters (Men Behaving Badly Again, DB 604), who was sailing with Trevor, both of whom shared the same guesthouse as us.

Ian's experience of sailing in Salcombe lived up to everything we had heard about it, beautiful and very unpredictable. Positions were like musical chairs for many except the best. The sailing was great – almost as great as my exploration of the beautiful Salcombe coastline once I had waved Ian goodbye in the morning.

Sadly we had to leave Dayboat Week before the end of the week to return to work. On the way home we once again wedged Sophie Boo in one of those narrow Salcombe streets. But were relieved to hear that this seems to happen to more experienced Bosham teams too - Adrian and Jane Weller (Vis Vitae, DB 618) on their second dayboat week also did some 'wedging manoeuvres' into a farm gate.

We returned to Bosham safely. And came home with happy memories of the friendliness of all the dayboaters we met, most for the first time. We are now eagerly looking forward to next year's outing to Brixham. We are well and truly hooked!

Denise Norman, Bosham Sailing Club

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DB Week awards, not previously mentioned

The 'Ladies Race' Trophy - winner of the Ladies Race
Rachel Bullingham - DB 669 - Merlin

The 'Reginald Sawtell Tanner' Trophy - crew of the Champion Dayboat
Chris Lockett - DB 669 - Merlin

The 'Lady Crew' Trophy - The lady crew best placed in the points series
Natalie French - DB 649 - Mandarin

The 'Seamanship' Trophy - any competitor for an outstanding feat of seamanship observed during the week
Tim Parkinson - DB 565 - Avocet

The 'Petticoat' Plate - the best placed lady helm in the points series
Sue Clayton - DB 650 - Hullabaloo

The 'Graham Penny' Trophy - highest placed boat on aggregate over a consecutive 2 year period
Alastair Seaton - DB 616 - Debutant

The 'Smartie Dish' Plate - winner of the crew race
Chris Lockett - DB 669 - Merlin

The 'Marlow Rope' - the best placed first timer in the points series
Steve Wilson - DB 675 - Aurora

The 'Wooden Bowl' - the member who in the opinion of the Committee presents the best cruising report published in DB News during the preceding year
Tim Parkinson - DB 565 - Avocet

The 'Brixham Trophy' - the member trailing his boat the greatest distance to DB Open Meetings, including the National Championships, during the preceding year
Paul Winterflood - DB 535 - Ozone Friendly

The 'Weston Bay YC' Trophy - the 'Combined Pairs' Trophy awarded to the helm of the boat when paired with its mentoring boat, achieved the best combined points total compared to other similarly paired boats in the points series
Geoff Pell - DB 672 - Dazer

The 'Decent' Trophy - age/points formula in points series
Richard Weston - DB 583 - Instant Sunshine

The 'Leaky Boat' Trophy - highest placed in the Points Series riveted clicker wooden boat, regardless of rig.
Tim Parkinson - DB 565 - Avocet

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Thoughts on Trailers

Most of us don't do many Dayboat 'trailer miles' – in many cases the trailer is unearthed only to take the boat to and from the Club at each end of the season. Perhaps for that reason we don't have many 'incidents' – the odd puncture – but we know of three Dayboat trailer collapses this year (two on journeys to and from Salcombe in June). So it is worth thinking about trailers and how to reduce the risk of having to leave your boat stranded at the roadside or, at worst, something breaking and causing an accident. A Dayboat and trailer, plus all the stuff you might carry in the boat, will weigh 300 kg plus (a third of a ton) which is quite a 'lump', especially travelling at 60 mph (or whatever).

A few hints on trailer safety. These are my thoughts (plus some input from 'Google'), but I make no claim to be an expert, so take them as you find them.

Check tyre pressure before you set off. The smaller (8 inch) wheels and tyres fitted to most trailers are adequate for a Dayboat (plus whatever you load inside it, within reason) provided the pressures are right. 4-ply and 6-ply tyres on 8-inch rims need at least 40 psi to carry a Dayboat. Many people run these tyres at around 30 psi (40 psi makes the ride a bit 'bouncy') but this risks overheating the tyres on a long run and the possibility of a blowout. The larger (10 inch) wheels and tyres fitted to some trailers are much better – they have a higher load rating and can be run at lower pressures and have a much greater 'safety margin'.

Check tyres for bulges and splits and adequate tread depth. The legal minimum (as for car tyres) is 1.6mm tread depth over 75% of the width.

Check wheel nuts – tight, but not rusted solid so that you couldn't change a wheel at the roadside.

Most trailer wheels only seem to have a thin coat of paint and rust quickly, particularly where the flat centre joins the rim. Rusted-through wheels will collapse. If in doubt, replace – a new 8 inch wheel with tyre costs about £25.

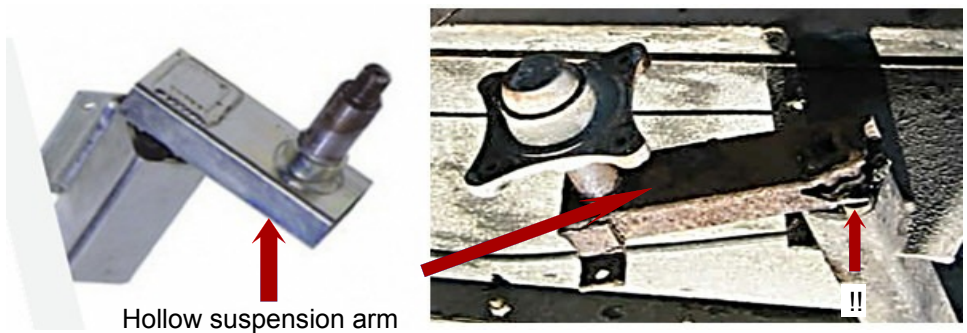
Keep wheel bearings greased (unless they are of the 'sealed' type – although sealed bearings are not totally watertight and have to be replaced eventually). If you use the trailer for launching remember that warm bearings immersed in cold water = new bearings soon required (but anyway, a good idea to hose off the trailer after launching into salt water). It is worth removing the bearings occasionally and re-greasing them 'by hand' rather than just pumping in grease through the grease nipple (*look up 'greasing trailer bearings' on Google*).

Carry a spare wheel, jack and tools. If you are ultra-cautious, take a spare wheel hub with fitted bearings, and a new split pin to lock the hub nut. Even if you are not inclined to do roadside repairs, the AA/RAC/Green Flag man will take less time if you have the spares needed.

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Use a safety wire or chain fixed to the trailer and hooked on to the ball (or clipped on to the towbar) to keep the trailer attached to the car if the ball hitch becomes disconnected (it has happened to me). This is a compulsory fitting on new trailers.

Check the chassis and suspension units for corrosion. The chassis of a boat trailer is usually made of fairly hefty steel box-section or tube which will last many years, especially if it is galvanised. But check any extensive areas of rust on the chassis to make sure that the structure is sound. One common cause of breakdowns is corrosion and failure of rubber-type suspension units. The steel parts of these are not normally galvanised and have a limited life. A particular weakness of one or two types is that the suspension arm is hollow and open at the ends (see photographs), so it cannot be properly painted, and collects wet



road muck. If this arm rusts through (see RH photo – this one is ‘on the way’) the suspension will collapse and the remains of the arm with the attached hub and wheel may fall off completely. If your trailer is more than (say) 5 years old, have a close look at the suspension and replace the units if they appear badly corroded. The RH photograph shows a rubber suspension incorporated into the axle beam – some suspension units (LH photograph) bolt on to the axle beam and are therefore more easily replaced.

Make sure your lights work. Trailer electrics are notoriously unreliable and the light units in the usual plastic lighting boards are pretty crudely made. Bulbs are easy to replace, but earth faults (causing unexpected effects such as the ‘flashers’ lighting up (dimly) instead of the brake lights when you press the pedal) can be difficult to trace. Never set off without at least working brake lights and indicators on the transom, even if you are not towing at night.

Trailers do tend to get neglected and dragged out of the undergrowth only a few times each year. A quick check well in advance of a towing trip could save a lot of trouble. If in any doubt, get someone who ‘knows trailers’ to look over your trailer. Safe towing!

DAYBOAT WEEK 2016

BRIXHAM

AUGUST 6 - 11



www.brixhamyachtclub.com