

DAYBOAT NOTES

News from the Yachting World Dayboat Association

DECEMBER 2016

SEASON'S GREETINGS



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CHAIRMAN'S NOTES

Another eventful year to look back on and reflect that the Dayboat continues to be a much enjoyed dinghy at our four main clubs who have Dayboats as an adopted fleet. Membership of the Association continues on an even keel and when boats become available for sale, they soon find a new home.

Our last edition of Dayboat Notes was published in July, when we were in the final stages of preparing for Dayboat Week at Brixham. The week was a great success and Brixham Yacht Club looked after us very well, both on the water and in the club house. 26 boats entered the week with 9 boats from each of our two main Dayboat clubs, Poole & Bosham.

Our Dayboat week venue for 2017 is the Royal Cornwall Yacht Club (RCYC) in Falmouth from 17th June to 22nd June 2017. We have been considering the Falmouth Area for a number of years but until now have not found a suitable host club. RCYC have considerable experience in hosting events and I'm confident that the week will be a success. Plans are progressing well and you will be receiving application papers shortly. The weekend of the 17th and 18th June promises to be quite eventful for Falmouth - as we arrive in Falmouth on Saturday 17th June, the town will already be buzzing from their annual International Sea Shanty Festival. Not only that, the Falmouth Classics event will be racing and cruising in the River Fal and the bay - both events run from Friday 16th to Sunday 18th June.

Our search for a boat builder continues and at present we are in discussions with one builder – hopefully we will be able to announce a new builder during the coming year.

We continue to exhibit a Dayboat on an Association stand at the annual RYA Dinghy Show at Alexandra Palace, and plans are progressing well for the March 2017 show. As well as meeting new and prospective Dayboaters, we're always pleased to meet existing Dayboaters, so please visit our stand if you are at the show.

Our website continues to be actively maintained and improved and now includes a section to display information about our main Dayboat clubs. If you haven't yet explored the website, you will find information such as a list of boats, boats for sale, minutes of meetings, previous Dayboat Notes, race results, photographs, etc. Some information will need a login which you will find is a very easy process.

To all committee members and Dayboat club organisers, a big thank you for yet another enjoyable year.

John Lokier DB 632 Don't Panic

Cover picture: Nigel and Jack Young, 2016 Champions at Brixham

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THE COMMITTEE

John Lokier	Chairman	Poole	01202 698584
Phil Lokier	Secretary	Poole	01202 698584
Bob Davis	Treasurer	Poole	01794 368118
Tim Parkinson	Webmaster	Thornbury	01295 811585
Kath Davis		Poole	01795 368118
Peter Hewitt		Poole	01985 214745
Sally Hewitt		Poole	01985 214745
Geoff Honey		Gravesend	01322 229751
David Macfarlane		Bosham	07538 528699
Alistair Seaton		Bosham	01243 572778

Please contact any Committee member for advice or information

The next Committee meeting is on Saturday 14th January

Welcome to new members ...

Rodney Seal will be sailing DB651 Annabelle at Poole YC

David and Margaret Norris, Greensforge SC now own DB 654 Rare Breed (ex-PaPa) and are hoping to come to Falmouth.

Remember to visit the Association website

www.ywdb.co.uk

Information - News - Boats & Gear for sale

and lots of DB photos

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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FROM THE FLEETS

Thornbury SC update

Current DB activity in TSC is limited to three boats of the seven on the club list, two wooden clinker and one smooth grp, all of which participated in the 2016 DB Week at Brixham. Two DB have competed in the Winter Series Handicap races with Dave Allen in DB 474 Constance, achieving his best ever 4th place in the series.

No attempts were made this year on the ultimate Pill Challenge and Frampton and Bullo pills remain to be achieved.

Thus, if the editor has space I thought the following bit of history may be of general interest: -

History of the DB in TSC and how members have contributed to the success of the Class

Thornbury Sailing Club, sailing out of Oldbury Pill, adopted the DB as its 'intermediate' class in 1950 if the only history of the club is correct. The Yachting World plans for the boat were published in 1949 and there certainly were a number of early DB in the club during the early 50s. The Association handbook for 1958 records 11 DB registered to Thornbury SC members.

Club DB numbers increased steadily during the 60's and were given a further boost when Cliff Russell, a club member, launched Golden Arrow Mouldings to produce the smooth grp hulls in 1967. By 1973 Thornbury had 27 DB. The club history records a maximum of 40 in the late 70's.

The attractions of modern lightweight/high speed designs of dinghy began a decline in numbers to 24 in 1982. Although club member Barry Leat implemented the production of grp clinker hulls in 1980 during his time as chair of the YWDB Association and bought one himself, only two others were brought into the club in the next two decades.

Tim Parkinson DB565 Avocet

Poole YC

In the last DB notes we were all looking forward to Brixham; a very successful week, good to see everyone and catch up. Mandarin lost her mast in the last race so we took her straight home and due to Wendy having her hip replaced that signalled the end of our sailing season. For the first time ever I was ahead of the game having cleaned, varnished and polished, all in the sunshine. (Nothing to do in the spring, hopefully).

On a sad note; Andrew Barr who many of you would have known died in November after a long battle with Alzheimer's. Andrew sailed 637 Midnight Oil, a lovely "gentle man" who was a keen cyclist and walker. He was a gentleman on the water and would give way to anybody even if he did have rights.

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This year we have tried out an 'Autumn Evening Series', 4 short races; the last 3 Mondays in September and 1st Monday in October to take advantage of some lovely evenings. This proved successful and is now being adopted.



At our Autumn DB meeting we discussed using the YWDB Association website for our information, results and photographs; this was taken up by John Lokier and along with Tim Parkinson our association webmaster was quickly put in place. Poole DB's now have a page under DB CLUB INFO on the association site with a link from the Poole site.

On 10th December we had our Prize-giving dinner with 71 people enjoying a really good evening and once again Bob Clewer carried off a lot of the trophies following a successful season in De ja vu. Natalie French (Kaos 633) did the presentation and I am pleased to announce that Natalie will be taking over as Class Captain of the Poole DB fleet when I step down in March.

And finally an important date for your diary - POOLE DAYBOAT OPEN – MAY 13th and 14th and we look forward to seeing you all then.

Poole DB's wish you all a Happy Christmas and Good Sailing in 2017.

Roy Davies DB649 Mandarin

Anne-Marie Cake

Anne-Marie Cake died on the 20th February this year. When she met her future husband Richard she had hardly stepped into a boat other than a channel ferry let alone a sailing dinghy. Although her great grandmother ran a packet steamer from Liverpool to Cork in the late 19th century Anne-Marie had no wish to get wet, she always professed she had negative buoyancy! It is therefore to her great credit that Anne-Marie sailed in the 1976 DB Nationals with her husband and was awarded the "Champion Crew" Trophy much to her great surprise and delight. All at Poole YC miss her.

Richard Cake DB583 Instant Sunshine

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Gravesend SC

As many of you will be aware, here at GSC we do things a little differently to most other clubs. We don't have the luxury of finger pontoon berths for our Dayboats, neither do we have a long slipway where we can launch at any state of the tide. Instead we have an electric crane which gently lowers the boats into the water which means we don't have to wade waist deep before getting in and sailing off.

Last year our No1 crane was overhauled and then our No2 crane decommissioned, however in May of this year the No1 suffered a structural failure and was condemned, this meant no sailing for the club by dinghies,

Since then we have been raising the funds to have a new crane designed and installed. This has now been completed and we have a new crane with a lifting capability of 1000kg, which means even the heaviest Dayboats will not pose a problem.

It also means we have a greater range of safety boats we are able to launch and there is also talk of purchasing a keel boat for sailability training. So after a season of very little activity we look forward to putting the new crane to good use.

So, we hope to welcome many of you fellow dayboaters to GSC next year.

And yes the safety boat is supposed to be inverted.



Geoff Honey DB636 Phoenix

Bosham Fleet News

You might not agree, but I feel as though it has been a very windy year. A number of our regular points races and special events developed into a battle against the elements and the less said about the weather on the day of our Open Meeting the better!

However, despite the somewhat inclement conditions we managed to complete a full season of racing.

Congratulations go to Alastair and Jacqui Seaton (DB616) who triumphed by winning both the season long handicap points series and the One Design cup.

2nd in both events were Paul Dewing and Katie Prentice (DB475) and 3rd place in both were David and Fiona Macfarlane (DB597).

Our Open meeting was held in early June and, as reported and pictured in the previous DB Notes, was somewhat spoilt by a very strong wind and vicious sea.

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However James Hewitt (ICC) and Paul Kameen (BSC) in DB676 deserve huge credit for battling through to win the only race completed, finishing with a massive bend in their mast caused by a dramatic nosedive! Also congratulations to Mark and Ben Ross (BSC) in DB637 who were the only other boat to finish out of 13 entries.



In June, Barry Colgate (DB674) masterminded and ran a very successful 3 day Bosham Masters event. Nine YWDBs entered and enjoyed some great racing.

David and Fiona Macfarlane (DB597) won the event followed by Mark and Shirley Stanton (DB673) with Alastair and Jacqui Seaton (DB616) in third place.

The highlight of the year was undoubtedly Dayboat Week in

Brixham. We had a record entry of 9 boats from Bosham all of whom had a truly fantastic week of racing and socializing. We also achieved our best overall results with, for the first time, 3 boats finishing in the top 10 places:

5th David & Fiona Macfarlane (DB597)

8th Mark & Shirley Stanton (DB673)

10th Alastair & Jacqui Seaton (DB616)

In addition Fiona Macfarlane (DB597) was crowned 2016 Ladies Champion. I am very confident that we will get a similar number of the Bosham fleet competing at Falmouth in 2017. The majority of last year's entrants have already booked their accommodation!

Whilst no new boats joined the fleet in 2016 we were very pleased to welcome back Stuart and Carol Martell who repurchased their old boat (DB 655) and we are aware that there are a number of boats intending to join the Bosham fleet in 2017.

Key 2017 dates:

Bosham Open Meeting: Saturday 3rd June.

Note: A request has already been submitted to the weather gods for a gentle Force 2 breeze!

Bosham Classic Boat Revival: Saturday 2nd & Sunday 3rd September.

David Macfarlane DB597 Yellow Peril

*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-June for the next issue*

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DAYBOAT WEEK 2016 at BRIXHAM YC

It has become a tradition that the winning helm, and and a "first-timer" report on DB Week. Here we have offerings from Nigel Young and Mike Davis. Ed

In 1980 I had my first taste of Dayboat Racing in Poole Harbour for the Nationals. My father Don Young had just built a new smooth wooden Dayboat called Fred Sez and we towed her from Fishbourne in the IOW behind the family sailing cruiser to Poole for the regatta. I seem to remember I may have sailed her half way across Christchurch bay for some of the trip but that may just have been a dream?

I crewed with Dad that year and then my chance to helm came in the crews race..... Had to pop downstairs and check the year on the Trophy but it was 1980 and I was 15 years old. I now have the great pleasure to see my own son Jack's name on the same Trophy I had won but 36 years later.....a very special moment.

As soon as we learned that Brixham was the venue for 2016 I started to look at accommodation early and sign up the troops for our second two boat assault on the regatta. Its complicated as one of our boats lives in Cork Ireland our home and the other (now sold) was living in the IOW so some careful planning was required. Finally we all set off on the 4th August in two parties, one heading for the IOW and the other direct to Brixham and after all sorts of planes, trains, Ferries, Motorbikes and Automobiles we set up camp in the lovely town of Brixham.

We love sailing DB Week because of the great mix of people and the real family atmosphere of the racing. Lots of generations all mixed up together on one start line, family sailing is hard to beat! Including our own two boats, one sailed with the father and son combination and the other the two sisters, one Fiona being my wife.....Nothing like a bit of family rivalry to keep you on your toes.

Another person who is hard to beat is Peter Hewitt! On the four previous occasions I had raced the Nationals, three as a crew for Fiona and once as a helm with Jack it was always Peter who was the man on form. He's one fast sailor and with all the hours he's spent racing in the Dayboat its a real challenge to race against him. This year was to be no different, but of course I had failed to realise that there were several others in the frame this year namely Colin Blewett and Chrissy in Alice and Alan and Mike Davis sailing Lucky and several others all more than capable of winning a race, or even the title.

Brixham YC did a really nice job with the racing and were very tidy with the starts, course length and configuration. So congratulations to them for a job well done. The race area in Torbay is an area that I have raced in for many years so I was personally very comfortable racing on the open water with the ever shifting winds that are a part of sailing in the Bay.

PaPa 2 has always been a flying machine up wind from the first day we raced her in Rock 2014. I am not sure what it is but I think its the rig set up more than the smooth hull. We sail with quite a tight rig and centre the main boom as much as possible and in-haul the jib quite close upwind, lots of kicker as the wind increases

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and hike as hard as possible. That seems to give us a nice edge upwind and that was the feeling I had as we came off the start line in Race One. The only problem is that we are slow downwind which is also a function of our rig set up and some technique.

So the format seems to be get close to the front at the first mark assuming we start properly and then wait for Peter to catch us down wind! So it seemed like we had a massive lead at the first mark but it dissipated very quickly. The only way I could stop Peter passing me at the final gybe mark was to luff him head to wind! Sorry about that Peter.....a gentle kiss of the gunwale and Peter was doing turns as we sailed off to the finish. Race One to us but only just!

Of course I had my eyes on the overall prize but if I am honest with you all, the Crews Race was one that I really wanted Jack to win. The format of one all in race (The Opportunity Race) for the Ladies', Crews' and Cadets' is a great idea and it made for some interesting competition in the race. Jack's Auntie Nicola threw down the gauntlet to him as we set off to the boats for the Race. She was convinced that she was going to beat him so that was all the inspiration a 14 year old needed to fire him up a bit! I was delighted to find us sailing away on the first upwind using the speed of PaPa 2 to the full advantage. Jack enjoyed the race and it was a very proud father that watched him collect not only the Cadet Prize but also the Crews' Race prize as well. Fiona Macfarlane took the Ladies' Trophy.

Races 2 and 3 were sailed 'back-to-back'. If I am 100% honest I cannot really remember the details of either race, but I know the finishing order was similar to Race one. All I do remember is that Peter was still catching us off wind but I think we managed to get a big enough lead on the upwind to hold him off without any aggressive tactics this time! A much nicer way to sail.....

The Long Distance was a beautiful race that suited PaPa 2 down to the ground! Very short first beat, long cross tide reach followed by approximately 10 mile upwind. The wind was quite strong so we were at full stretch hiking for the first few miles and it became clear quite quickly that Jack was getting good at hiking! We had a good early tussle with Colin Blewett and Chrissy but as we turned upwind for the long legs we slowly stretched away to a comfortable win. I think in the end Peter and Colin had a great battle to the line on a beautiful sunny and breezy day. The race home was an un-official pursuit race and the starting order was the reverse of the finishing order of the race over. Jack took the helm for this one and the wind gradually got stronger and stronger as we closed in on Brixham. A great "dead run" home in a building breeze to end the day.

I can certainly remember Race 4 as this was a real nail biter trying to reach the windward mark in super light winds. Eventually this race was abandoned as no boat had made it to the first mark inside the 30 minute time limit. Then after some hanging about a very light Easterly breeze came in and the race officer decided to start. We got a beautiful start but I had a rush of blood to the head and decided I wanted to go right. The only problem was I had to tack onto port and cross my

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main rival Pete Hewitt. If only I had waited a few more minutes the cross would have been easy but oh no, I thought I could just tack and all would be fine. Even Jack knew before we had fully completed the tack that we could not cross, I also knew but I was now in the position that if I tacked back I would foul Peter and if I kept going I would foul him, stupid mistake on my part. A small miss judgement from Peter and a loud bang we were now stationary and trying to complete a 720 degree penalty in almost no wind.....not good. Penalty over we started chasing the fleet but the leaders were long gone and we had to settle for an 8th I think it was. The only one who was happy that day was my wife and her sister as they sailed a great race finishing 3rd or 4th I think? Colin Blewett and Chrissy won this race I think, sorry my facts are not 100% straight but I cannot find the final results online at the moment. Some strange goings on with the shortened course led to Peter retiring from the race and that suddenly made it wide open again for the Champs.

Race 5 was a strange one as it was now all down to the wire with Pete and I think whoever won the race won the Champs. A bit like my error trying to cross Peter earlier in the week I am sure Peter will not forget this one. He had a nice start in the middle of the line with us just to windward. It was windy and sunny, about 15 knots average so a perfect day for the final showdown.

Looking to leeward at Peter after about only one minutes sailing he suddenly stopped! Jack and I couldn't figure out what was going on but my guess was something was broken?? But unfortunately for Pete it was nothing like that at all, he miss heard Individual recall and thought he heard General recall and just stopped sailing.....I have to admit I have done that in the past and the moment you actually realise the race is still running is a real heart stopper! Once Pete got going again it was too late for him to make an impression, too much traffic and chopped up water and it was too much to ask.

Jack and I enjoyed an early tussle with Michael Hewitt and Steve Creasy but to our pleasant surprise we found out that PaPa 2 is very quick once you start planing. We had two really fast legs on the last Triangle and stretched away nicely for a comfortable win and the Championships. That was the second time Jack and I have won the Championships and I have to say sailing with my son in the front of the boat is a fantastic thing to do. 2014 we were light and needed light winds and were lucky as that's what we got. This time two years on Jack was almost the same height as me so we needed stronger winds and they prevailed for most of the week. Sometimes things fall nicely into place.....



A date for your diary

RYA Suzuki Dinghy Show 2017 takes place at Alexandra Palace in London over the weekend of

4 - 5 March 2017.

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Thanks to Brixham YC for running a first class regatta, we were made very welcome and the club really put in the extra effort to make the Championship a success. Also a big thank you to all the YWDB Association Class Officers. You guys do a really great job to keep this class in shape and organising the venues and all the hidden work that goes on behind the scenes.....thanks to all, without you there is no class.

Thanks to my father Don for building such beautiful boats that turn heads where ever they go, they also go quite fast which is a great help! Finally thank you to Jack, Super Crew, we have come along way since 2014 and I look forward to the next time we race together, most likely I will be relegated to crewing again.....

There is a changing of the guard for 2017 and Falmouth Nationals. PaPa the original has been sold so now we have five sailors and only one boat! So for 2017 we will introduce my youngest son James into the world of Dayboat racing..... maybe the two brothers will sail together in 2018.....

Nigel Young DB 657 Papa II

Mike's View

Our original plan for Dayboat Week 2016 was simple – occupy a couple of rooms of Steve and Annette's* cottage, have a family holiday, maybe take the kids out for a brief sail at some point... This all changed when Dad was forced to bail out of competing and offered to loan Lucky to brother Alan and I for the week. Well, why not?



I was, to be fair, somewhat rusty going into the week. The last time I'd sailed with Alan was the Fireball Worlds in Teignmouth in 2007 and I hadn't done much sailing beyond harbour pottering since around then. On the upside, Alan was steering and he actually knows what he's doing.

We managed to familiarise ourselves with the boat a bit before the first race, but when the gun went there were still a few things to work out. There's a lot less to tweak and adjust than either of us were used to, but that just meant that there were fewer things for us to get wrong. And we had a good handle on the key aspects of which way to go (*unlike Dad!* - Ed), surprising ourselves with a third in the first race.

The rest of the fleet took these interlopers in good grace, with plenty of friendly post-race banter. As the week went on it became clear that Pa Pa 2, Merlin and Alice were the teams competing for top spot, but the minor placings were all to play for. That 3rd turned out to be our best result of the week, but we managed a reasonably consistent series. Despite being over the line in the last race, we managed to hold off Snazzie and Yellow Peril for third overall in the championship – not bad, all things considered. A very enjoyable week.

*Steve & Annette Wilson DB675 Aurora

Mike Davis DB641 Lucky

DAYBOAT WEEK 2017

THE ROYAL CORNWALL YACHT CLUB FALMOUTH SATURDAY 17th JUNE - THURSDAY 22nd JUNE 2017

- Racing & Cruising in the waters of Fal River & Estuary
 - Excellent club facilities
 - 29 Trophies
 - 2 prize-giving dinners
 - other social events
 - 5 Points races
 - Long distance race
- Ladies', Crews', Cadets' race.



NEW MEMBERS & FAMILIES ESPECIALLY WELCOME

**NOT RACING? WHY NOT CRUISE AROUND THE RIVER FAL AND JOIN IN
THE SOCIAL EVENTS?**

Details will be sent to all members, with updates published on the Association
Web site www.ywdb.co.uk

or contact Phil Lokier tel: 01202 698584 e-mail: phil.lokier@gmail.com