

DBNOTES



The Newsletter of the Yachting World Dayboat Association

Chairman's Ramblings December 2007

The Association committee is determined to continue to promote the Dayboat and to this end have already reserved space at the Alexander Dinghy Show for March 2008. We are fortunate in having an enthusiastic builder in Chris Somner and through him were able to get a Dayboat at the new Earls Court Boat Show (in progress as I write this) with the major sponsor –Whyte and Mackay.

In this edition you will find a variety of items all loosely related to the Dayboat, sailing Dayboats, talking about sailing Dayboats and even some nostalgia. I am grateful to everyone who has contributed and the editor would welcome any material for future editions.

Having lost count of the number of years I have been sailing a Dayboat it is easy to forget what is the particular attraction of the class. It's a pretty boat, it's a rewarding boat to sail, and a major plus is the friendship of the people who also choose to sail a Dayboat. This year I managed to carry out some long planned alterations to Mandarin and this highlighted another, less obvious attraction of the class. It is not a development class where the inevitable changes leave older boats obsolete and outclassed. However, it is not a strict one-design class where any alteration or modification is banned. The Dayboat sits somewhere in the middle, older boats can remain very competitive and the Dayboat sailor can continue to fiddle and tweak. All in all this leads to a class where every sailor can include a bit of themselves in their own boat – an important part of boat ownership in my mind.

With this thought, I will now set about my winter maintenance, another essential part of owning a Dayboat, with fresh enthusiasm. I may even ponder upon the idea of the self-launching jib stick mentioned by David Cake in his article.

Merry Christmas and a happy New Year of tweaking and maintenance.

Peter Hewitt

Mandarin DB 649

My First Yachting World Dayboat.

My Granddad always said that there was a procrastination gene in the Cake family. Up to now I hadn't really got round to thinking about it but now I think I've proved him right! Having first sailed the Dayboat 20 plus years ago, and thinking long and hard over the decision to order a new build, I finally took the plunge with a little help from an experienced hand! Instant Sunshine (DB 583) had put up with enough punishment and as now seems apparent this fibreglass construction isn't just a temporary fad, we made the visit to Chris Somner Dinghy services and placed our order for a new one.

First visit to his yard as with most of these places was fascinating, with plenty of boats at various stages of build and repair littering the yard. This was to be the 3rd Dayboat Chris had built and we were sure he was producing to a high standard after seeing and competing against the other 2. Chris was incredibly helpful from start to finish, and I'm sure the relationship will continue, hopefully not for repairs but out on the water too. Being my first "brand new" boat there were a lot of choices to make and decisions that would require careful consideration. Firstly and most importantly, the colour. Having heard on the grapevine you could have any colour you like as long as it's a shade of blue, and never wanting to follow the herd I decided to go for a red or orange perhaps. Chris was very helpful in explaining the colours and their different attributes even taking me down to Parkstone Yacht Club to have a look at others he had built and the ways the colours reacted to sunlight and seawater. So after much deliberation and careful consideration, dad said "what's wrong with yellow?" I started to wonder if my original idea of waiting for number 666 to come round, having it black and calling it "the beast" would have been a better option!

We had the colour charts to work from and managed to carefully pick out the most awkward yellow colour in the world to build a new boat from. As a member of the association committee I thought it was my duty to make sure we tested the new builder in every way. He passed the test and set about the build although giving her various names in the process like instant custard or Colemans! This instantly felt like a complete custom job, with constant improvements and amendments to certain areas we knew were either weak or cumbersome. I would imagine the ideas would usually flow from customer to builder but in this case it was certainly two-way action. Various options were put forward always with our final decision being made on practicality and of course speed. The experience Chris has built up from other boats is something you would expect from a builder but the ease and adaptability of that experience is what makes it such an enjoyable experience. Having had a few years in the wilderness with no builder the new ideas help bring the boat up to date with other modern dinghies. We now have a flyaway jib stick similar to the Albacore system, we have a jib sheet system that I still don't fully understand but looks very nice, and what seems like a lot more space!

The first sail proved that the jib sheet system worked perfectly with my relatively inexperienced crew claiming it was very easy to use. The jib stick will need another run out before we know it's full capabilities but the balance and responsiveness was impressive even with a lot of adjustments on halyards and sheets still required before set up is complete. Oh and of course she was very fast although that could be down to the fact that she had a very clean bottom!

All in all it has been a great experience dealing with Chris and we are extremely happy with the boat. In the end after wondering if it would be cheaper to source certain components externally, there was no benefit in comparison to Chris taking direct delivery and putting it all together. Although he did say he wouldn't want to build another Yellow one! Chris is happy to build to varying levels of spec from bare hulls approx £2000 to a full racing rigged with trailer around £10,000.

If you would like to see her (Moonrunner) she will be starring at the new Earls Court boat show from December 1st - 9th.

David Cake.
DB 661

Musings on the Dayboat by Dave Horsford.

Around the time we came back from an extended break on Aeolus, our sail boat which had taken us to so many places, we started to consider buying a dinghy to sail in the shallow waters of Poole Harbour. We had been associate members of Poole Yacht Club for around five years and thought that this seemed a good time to try to become full members. We applied, I think, three times. On the third attempt we were thrilled to be told we had been successful. In those days it seemed quite tough to gain membership, this being the very early days of the new club house and haven. Next our thoughts rolled round to what sort of dinghy we might buy. Many years ago we had owned an ancient Merlin Rocket which we never raced but just played with in the harbour. On one occasion I remember being in a thunder storm with the Merlin and Maggie suggesting that if we didn't go in immediately a divorce might be imminent! We continued to look around and then one day we were offered a dayboat. This seemed a great little runabout. She was all wood, wooden mast with diamond spreaders, and she leaked. This was DB 108, Gannet. We spent the best part of a year working on her in the back garden, cleaning, varnishing and generally making ready. She finally made it onto the water a year later and we were lucky indeed, with much help from our then Class Captain and his wife, Laurie and Sue Thornton-Grimes, to be given a berth on the pontoon. Our first few outings were great fun exploring parts of Poole Harbour we could only view from a distance in Aeolus.

This next bit forms much of the Dave and Maggie there is today, and starts our racing interest, which came to us after cruising, and which is perhaps the opposite of way most boat owners seem to go.

It was not long before I started to look at the other dayboats on the pontoon and thought that we could have a go at this racing lark. After all it couldn't be that difficult after all the cruising we had done!

Our first race, I recall, was a bit limited. We hoisted our thirty year old sails that were just a tad full, and off we went in a force 4. We were soon hard pressed as we left the Haven, and I think on this occasion we managed to cross the start line and beat as far as the then buoy 71. At this point it started to dawn on me that there might be more to this racing than I first thought. The wind had freshened and trying to flatten our aged sails was proving impossible, so we dropped the main and ran back to the club under jib alone.

The next outing was an open event, which is always great fun with dayboaters arriving from all over, and the scrutinizing and weighing of boats with the inevitable banter. Needless to say, Gannet came out at a very respectable 550lbs. That was only 100lbs over the minimum! Little did I know that there were owners out there for whom two ounces over the minimum would have been a fate worse than death. Racing started in earnest and I think we managed two races before disaster struck part way up the beat. The mast began to resemble a jelly and, to our dismay, started to split in half. These masts are made in two halves and glued together. I guess ours had seen the ravages of time and chose this moment to unglue. I recall we came into the Haven and I chased off to the chandlers to obtain two very large jubilee clips. With these the mast was pulled back together and out we went again. Sadly our participation was short-lived. In increasing wind the mast again became jelly-like, and so ended our first open. However, "the bug had bit", we were dayboaters.

As we got more involved in racing we started to look around for a GRP boat that would take less

maintenance and, with an aluminium mast, be more reliable. We were soon told of a boat that had not been afloat for some time. I remember going to the owner's house with Maggie, and as the garage doors were opened, there, in all her glory, was "All White Now", DB 615. She was a composite boat, her decks had the polish of a fine piece of lounge furniture. She was perfect and before we knew it a deal was struck. DB615 saw us through many opens and national events and, what was at least as important, we were now very active and keen dayboaters. We did bike rides in the winter months and walks that were always a great adventure and often very informative with Laurie T-G giving us all much detail on the Dorset countryside. One year we even put on a panto for the club review. Some of my memories are a little blurred but I do remember Pete Hewitt stole my lines at one point during our first night. (I have forgiven him, just!) We continued to race and, after a few years, decided to change our composite boat for "Circles" DB 639. "Circles" was, for me, perfect. She had all the bits and was simple to maintain.

There are many things that come back to me of our dayboat years: the dayboat 50th when there were more boats racing at the nationals than I can ever remember, our first collision in "All White Now" when John Yonwin appeared in front of us at a start, (he still remembers my comments to this day), the time Ron Lovett organised a work party to put new flotation barrels under the pontoon and, as we were pushing the barrel under the fingers, Ron decided to follow it. I have to say that I was unable to move for laughter and it was only his reappearance from beneath the water with his pom pom hat still on that brought me back to my senses.

So many great times to reflect on. Although we are no longer dayboat owners we are still very much dayboaters and I guess we always will be.

Dave and Maggie Horsford.

Dayboats at Bosham

Well we've come the end of another season for the Classic Dayboat handicap fleet at Bosham. YWDBs now number eleven (although one of those, 344, is out of the water and the other, 240, has unaccountably managed to get itself impounded by the customs in Grenada, WI). The remaining nine all turned out during the season, and three went down to Rock for a week of mixed sailing fortunes but unalloyed enjoyment.

The Classic Dayboat programme is pretty relaxed. The accent is on entertainment both on and off the water and towards this one of the main contributions is made by the write up of each race by an "ace reporter" who goes under the nom de plume of Crewella de Peche. Some of her deathless prose gives an idea of the philosophy.

Race 1 was cancelled (as usual) on the grounds of excessive wind (at Bosham that means 21 knots, above which it is deemed to be ungentlemanly to go sailing, particularly to windward). Nonetheless Crewella reported on it.

*"It was fantastic! Bright blue sky, howling gale (force 12 if you would believe DEJ's April 1st Cambermet forecast), white fluffy clouds and not a sign of Ruby Tuesday anywhere. It had to be the **Bosham Sailing Club Classic Dayboat India Cup**. And it was. About 35 intrepid sailors gathered on the terrace at BSC for a 12 o'clock briefing from our class captain, which culminated in a postponement and an eventual cancellation of our first race. It is always a difficult decision to cancel a race but the wind was blowing a steady force 5 and nobody quibbled with Murray's decision. For those who only needed 3 "dry" days before they launched and those whose boats weren't quite out of the builder's shed and those who have rather older boats that take one look at a puff of wind and immediately disintegrate, the decision was fortuitous and even those people ready to race appeared quite content to sit on the terrace and catch up with a winter's worth of gossip. It was left to 2 intrepid Yachting World Dayboat sailors (Ian Norman*

and Crew) to provide us landlubbers with entertainment. In a spectacular demonstration of how to capsize and then right a boat within nano seconds, these 2 provided the fleet with the first talking point of the season.

Anyway, who needs a race? The debrief in the bar afterwards was just as thorough and the stories just as salty and if the ladies preparing the dining room for the Commodore's supper that evening kept on looking meaningfully at their watches and nervously at the debriefing classic dayboat sailors, well who can blame them? Our debriefings are legendary within the Club.

So welcome to the 2006 Classic Dayboat season and long live India Cup 2."

All these reports are carried on the BSC website, but I've pulled out a few which will ring bells with small boats sailors in practically every club in the world.

... **Dapple** retired as well, not because the crew sailed the wrong course but because they were so confused by all these boats, supposedly sailing to the same marks, racing off in different direction like sparks off a Roman Candle, that they lost all self belief and convinced themselves that the course had been shortened and so finished rather sooner than the rest of the fast handicap fleet!

... Getting ashore after the race was quite interesting, especially for **Iain Macpherson**, who decided that the only way to do this was to jump overboard. Quite why he did it at the Raptackle steps where the water was quite obviously at least 7 feet deep, remains a mystery, though Mrs Macpherson was heard to enquire icily whether her husband had fully lost his marbles.

... The two 'Dappllets': **Kip Hanbury** and **Rosemary Hopkins** are still looking for improvements in their performance. Kip feels that he should be sailing at a lower Personal Handicap than the one he currently enjoys. Until Kip realises that he cannot race, smoke a cigarette and hold hands with Rosemary at the same time, nothing is going to change.

... Sailing is NOT like riding a bicycle. It's said that once you learn to ride a bike, you never forget the skill. **SAILING IS NOT LIKE THAT!!** So for example, if somebody hasn't been sailing for six weeks, it's perfectly understandable that one's halyards and sheets might get mixed. So an instruction to pull in the sheet, may conceivably result in the jib falling down because somebody may have forgotten which rope does what, **BUT IT'S NO REASON TO SHOUT AT ONE'S CREW.** And so what if an instruction to loosen things off results in the crew trying to take off their spray top instead of letting off the cunningham and releasing the outhaul. **SO WHAT!?**

2008 is another year. We will start with a new YWDB (600) to bring our numbers up to 10 active boats including two smoothies and two wooden boats with wooden masts. We will still sail as part of the Classic Dayboat fleet and the emphasis will continue to be on working up a thirst. Happy days!

Editors Note: Bosham Sailing Club is holding an Invitation Day on the 24th May 2008.

It would be good to get as many Dayboats as possible there. More details on the website www.ywdb.co or from Iain Macpherson: 01483 202386.

Making the most of your YWDB Association Website!!

Work continues on adding features to www.ywdb.co.uk:

- a) To make it possible for members to contribute information and
- b) To provide an on-line replacement for the handbooks; (we used to print these for members but they are now so costly in terms of effort and finance.)

Recent developments include the facilities to: -

- 1 View the current membership & committee lists and all recorded racing results from 1957 to 2007 (with some gaps). Use the Search box to locate whatever you are looking for (Year, Helm or Boat, etc.)
- 2 Add and update boat ownership records using the Add new and Edit screens from the List page.
- 3 Add photos to boat ownership records (just put 410, 565 or 588 in the Search box of the Boat ownership list page to see an example already uploaded). Press the View tab for a larger version. You can upload a photo to an existing ownership record by clicking on Edit and browsing to your chosen photo. Finally press Save at the bottom of the screen. You can do the same if you are adding a new ownership record using the Add new screen from the List page.
- 4 Update the boat register with your current boat name by clicking Edit against the record for your boat. Don't forget to press Save.
- 5 Non-members and members can add, update and close lists of boats for sale, items for sale and wanted items.
- 6 I have also moved the archives to the database with the result that they are restricted to members of the association.

I freely admit that this part of the web site needs some "help screens" to be available and I will tackle this in the not too distant future!

Meanwhile, if anyone gets stuck - just drop me an email using the link at the bottom of each page.

It would be very good to receive suggestions about the content of the web site and if anyone would like to be involved in extending the site or adding information just contact me using the link referred to above.

Best wishes
Tim Parkinson