



DAYBOAT NOTES

News from the Yachting World Dayboat Association

JULY 2019



Anniversary Edition

1949 - 2019



70 years of Dayboats

DAYBOAT NOTES

Chairman's Notes

I was delighted to be elected to the role of Association Chairman at the AGM held in Rock during Dayboat Week, and for those of you who don't know me, let me briefly introduce myself.

I have raced dinghies and offshore yachts all my life, and about 10 years ago, I bought my one and only DB 597. She is a composite boat built by Beachcomber Boats in 1985 and called Yellow Peril. This is a little bit of a misnomer as the original yellow gelcoat has become somewhat patchy and faded, to the extent that I am often accused of having carried out a very poor paint job on her!



I sail at Bosham in Chichester Harbour where we have a very active and growing fleet of DBs numbering over 20 boats. I have been the class captain here for the past 5 years and a member of the Association committee for 4 years.

The Association is in very good health, largely down to the last 6 years of hard work from the retiring chairman and secretary John and Phil Lokier. I am very pleased that John and Phil have agreed to stay on the committee for the next year to help your new Association Secretary Alastair Seaton and myself settle into our new roles.

Many of us have just returned from one of the most successful Dayboat Weeks. Our hosts at Rock provided wonderful hospitality and a great week of racing in the glorious Camel Estuary. It was very encouraging that within the total fleet of 28 boats there were 5 boats new to Dayboat Week, something that bodes extremely well for the future.

In this issue of DB Notes you will find a report from one of those newcomers together with an article from our new Dayboat Week champion Colin Blewett and a wonderful poem from his daughter and crew Chrissy.

Crewing for the runner up in the Week was Steve Creasy our new Association appointed boat builder. Steve has recently completed building the latest DB 677 to an extremely high standard. My thanks go to Peter Hewitt for managing the whole process.

After a number of years without a supplier of new boats, to have a builder of such quality on board is very positive for the future of the class.

Wishing you all good sailing for the rest of 2019, David Macfarlane

Front Cover photos - Happy Dayboat sailors at Rock.

For more photographs go to YWDB.co.uk and follow the links.

Many thanks to Rock Club manager Richard and to Roger Harrison for taking so many photographs.

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THE COMMITTEE

| | | | |
|------------------|------------|-----------|--------------|
| David Macfarlane | Chairman | Bosham | 07538 528699 |
| Alistair Seaton | Secretary | Bosham | 01243 572778 |
| Bob Davis | Treasurer | Poole | 01794 368118 |
| Tim Parkinson | Webmaster | Thornbury | 01295 811585 |
| Kath Davis | Membership | Poole | 01795 368118 |
| Dave Allen | | Thornbury | 07503 331696 |
| Peter Hewitt | | Poole | 01985 214745 |
| Geoff Honey | | Gravesend | 01322 229751 |
| John Lokier | | Poole | 01202 698584 |
| Phil Lokier | | Poole | 01202 698584 |

Please contact any Committee member for advice or information

Barry Leat awarded Honorary Membership

Barry Leat, a long-time member of Thornbury Sailing Club, has been made an Honorary Member of the Association. A Dayboat sailor since 1972, Barry has served as both Secretary and Chairman of the Association. Perhaps his most significant achievement to our Association was to initiate and see through the development and construction of the first GRP 'clinker' boat, built by Beachomber Boats in 1980 (DB 585 'Laurus II', first owned by Barry). More than 70 new GRP clinker hulls have since been produced, the latest (DB677) this year. This initiative, which was not universally welcomed at the time, almost certainly saved the Dayboat class from slow decline as traditional wooden clinker hulls became almost prohibitively expensive to build.

Barry was presented with a Certificate by Peter Hewitt, on behalf of the Association, at the Thornbury Regatta and DB Open Meeting on June the 6th.

Welcome to new members

Tim Wilcock, Bosham has taken over the care of Doubloon, DB 614, from Iain and Cass Macpherson,

Andrew Clewer is joined by partner Sarah Collingwood sailing Daydreamer, DB 621 at Poole,

Alison Garrett, who sailed at Rock with Peter Hewitt and won the Ladies trophy in the Opportunity Race

Matt, Katrina, Cora and Hugh Straker. Matt and Cora did extremely well at the Bosham Open in a borrowed boat, a sign of things to come?

Welcome to you all, we hope you will all enjoy your Dayboats and have many happy hours sailing them.

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Dayboat Week at Rock

Dayboat Week 2019 was Alice's 25th birthday and 24 years since Chrissy first crewed at the Nationals. My first Nationals were at Plymouth in 1993 in DB428 crewed by Jenny, our older daughter. At Rock, we rigged the boat with a new Selden mast (spreaders set up similar to the old Superspar) and used a full luff length jib for the first four races.

Day one of racing was a triangle-sausage course in front of the Clubhouse and we managed a good start, in the middle of the line, to be at the windward mark first. With a constant north easterly breeze, we could maintain good boat speed and held on to our lead followed closely by Alistair and Jacqui Seaton in DB653. The course required boats to pass through the start line on every beat which caught quite a few boats out. Some went back but others did not and were disqualified.

On day two, racing was abandoned due to light winds giving all crews a chance to enjoy the surroundings. By day three, the wind had returned enough to complete the second points race (in place of the scheduled Long Distance race), this time with an oblong(ish) course. The port bias on the line lured in several boats so we weren't the only ones at the pin end and ended up making a complete hash of it. A gentle touch by Woodworm to leeward made us over the line at the start so we went back behind and eventually started out on port. After our 720 and a long tack up the right hand side, sailing fairly free, we made it to the windward mark mid fleet and more or less maintained position until the leeward mark. Encouraged by the progress of the first beat, we immediately tacked to port and this time stayed almost to the starboard layline, taking us over the shallows and the less-adverse tide and surprisingly close to the leading group at the windward mark. Keeping position until the leeward mark, I suggested we follow a similar course as the previous beats but was persuaded by Chrissy to hold the rounding and check what starboard tack looked like. Good call, the wind had indeed shifted right. We went up the left behind Snazzie, tacked on shifts a



Colin and Chrissy (DB 647) work their way through the fleet

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few times and just managed to get ahead of Snazzie and continued into the shallows on the left. We touched the bottom, raised the plate and kept going making good speed over the ground. Snazzie also touched the bottom but into softer sand and it was a few seconds before Mike realised that he had lost headway. This gave us breathing space. We tacked back onto port, hoping that we were not making too much leeway, we dropped the plate as soon as possible but remained well heeled to maintain sail shape in the lighter pressure. Now on the layline for the windward mark, it was a short tack onto starboard and over the line to finish first.

With a forecast of heavy gusts for Thursday, day four could have been the last fair-weather outing. We headed out to Daymer Bay feeling we had used up our luck in the first two races so decided to be very cautious at the start of race three. However, there was yet another recall signal. We were sure it was not for us (it was) but could not take the risk so went back behind the line and off again on that familiar port tack. We sailed free for a long time, following what felt to be a good lift, and tacked back to the



Phil Lokier presents prizes to Chrissy and Colin

fleet to find ourselves not too far behind the leading group. Once again, the upwind leg was our strongest point of sail and we worked up to take the lead on the following beats and held it to pull yet another rabbit out of the hat.

Race four commenced quickly after race three and we found ourselves mid-line, in clear air with the freedom to follow wind shifts. But with too much discussion on tactics, we started losing places and had to work hard to finish third behind Snazzie and Woodworm, followed closely by Jack Young in PaPa II - an encouraging sign.

The wind certainly increased for the final day of racing and a reduced fleet headed round to the shelter of Brea Hill from a gusty north-easterly. The offshore breeze was very shifty and the varying wind speed made it tricky to opt for pressure or tack on every header. I had decided not to risk my new jib and instead used an old short luff sail but struggled to get the boat going, mainly due to my reluctance to hike. We made a series of several bad tactical decisions and watched the race unfolding from the back of the fleet. From our view, it looked as though positions changed on every leg and that the lead changed places several times in the last five minutes.

Thank you to all who made it a such a great week; it was a full and fun fleet and expert hosting by Rock Sailing and Water Ski Club. Looking forward to Brixham 2020 and some open meetings in between.

Colin Blewett and Chrissy Campbell DB 647 Alice

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And a poetic version from Chrissy.

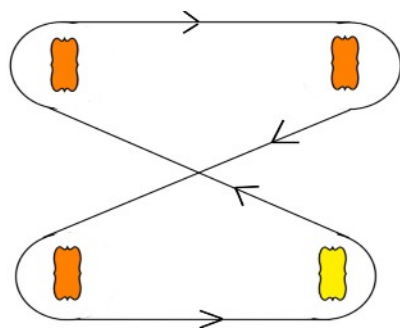
Race one was a course that we could all recite again;
A triangle, a sausage and all the way back round again.
A good start, up the right and then further up the right again,
Back to the mooring to work out how to do all that again....

But race two was up, across, down, round, across and up the beat again,
Too keen at the start (?), too close to Nigel, back behind the line again.
Seven twenty, tack to port and on our own for the first beat again.
From the back up to the front to pull the rabbit out the hat again.

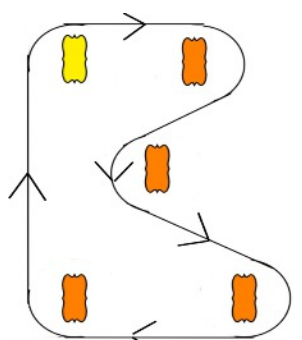
Race three at Daymer Bay and the butterflies were out again;
The shape of the new course and also in our tummies again.
Another recall gun (for us?) so back behind the bloody line (again)
Just about remembered to go to yellow and not an orange again.

Quick turnaround to race four, every boat back down the Bay again.
By far our better start but we threw that all away (again);
Overstepped the windward mark and gave ourselves some work to do (again).
But didn't read the tide or wind quite right to pull it out the hat again.

Race five and just the nine boats as the wind turned up a notch again.
Round a simple course but shifty so some positions changed a lot again.
We watched the whole race from the back without the rabbit to be seen again.
Here's to Brixham twenty twenty, time to find a new trick to begin again...



"The Butterfly"



"up, across, down, round, across and up, again"

Yellow/lighter gray* mark first

Commemorative Mugs



We still have mugs available. £5 each.
Please order by email to
kathdavis@btinternet.com

We are still distributing to those who
have ordered, so if this is you please
be patient.

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A beginners take on Dayboat week....

Is it sailing with a holiday attached? or a holiday with sailing attached ?

Either way it's a lot of fun! The combination of some serious competition (if you are so inclined) with lots of other relaxing activities is a real winner.

The People

The YWDB sailors are a very welcoming lot and we were treated like old friends from the moment we arrived . Everyone went out of their way to include us and make us feel part of the group. From the moment you arrive to the moment you leave there are people around to help you launch, recover, unstep the mast etc. There's also plenty of friendly advice to be had when needed on the set up of your boat and sailing technique.

The Sailing

28 boats on a start line is an exciting place to be and when you have flat water and beautiful scenery it's hard to beat.

We had 4 great races, missing out on 2 - one being cancelled for no wind and we backed out of the last race as too much wind.

We are very much 'mid fleeters' and there is a lot of fun to be had competing in this part of the fleet with the occasional foray further up and further down the fleet.



Mark and Sue in Just Resting

Social

A full programme of evening events were scheduled and it was very easy to pick and choose amongst them.

Outside of the official programme there was lots of time to do your own thing - meet up with others to walk, play golf, drink and eat.

We loved every minute of it and have left with lots of happy memories.

All in all a great holiday!

Mark & Sue Ross DB637, Just Resting

DAYBOAT WEEK RESULTS 2019

| | | | | |
|---|-----|-----------------|------------------|-------|
| 1 | 647 | Colin Blewett | Chrissy Campbell | 6pts |
| 2 | 646 | Michael Hewitt | Steve Creasy | 8pts |
| 3 | 669 | Pete Hewitt | Alison Garrett | 14pts |
| 4 | 653 | Alastair Seaton | Jacqui Seaton | 16pts |
| 5 | 665 | Nigel Young | James Young | 18pts |
| 6 | 673 | Mark Stanton | Shirley Stanton | 21pts |

History of the DB at Thornbury

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 50's. 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 there were 27 DB in the Club. 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 the YWDB Association and bought one himself, only two others were brought into the club in the next two decades.

So the decline in numbers continued and in 2016 there were seven DB on the club list but only three actively racing in handicap racing. However those three boats, two wooden clinker and one smooth GRP, did participate in the 2016 DB Week at Brixham.

Thornbury SC today



Start box flags at full flap!

Positive progress is a reasonable summary of how we are fostering the DB revival at Oldbury on Severn. Dantie, DB 455, has been lovingly restored by John Gush and Alberto Pau and has joined three others on the moorings. Martin Theophilus has done a beautiful job in restoring another old wooden smoothie with Bali Hai, DB 119, which is the boat which was the runaway winner of the 1958 Championship with three first places out of four races. Interestingly the following year with same helm Bali Hai was placed 22nd with her best results being a sixth and fifth.

June 8th saw the start of the 2019 Thornbury DB Open run in conjunction with the TSC Regatta. 5 home boats plus Richard Twyman and Geoff Honey from Gravesend were ready to race. But the wind forecast proved only too accurate and a steady force 6 gusting 7 later meant the fleet took the sensible option and stayed on terra firma. We enjoyed watching the other regatta fleets coping with the conditions and later musical entertainment in the clubhouse.

June 9th, Sunday, dawned with light winds and the DB fleet then was 7 as David Morrice with Bluenose, DB 625, and with his son, Alasdair, as crew had arrived the previous evening from Staffordshire. Two 2 lap races for the DB fleet were held. Tim Parkinson sailing Avocet, DB 565, with Tony Ryan, got off to a premature start but soon recovered to lead the fleet round the windward mark in the first race. The wing mark was along way out in the flood tide and Avocet was fortunate to experience a helpful gust in rounding the mark. Others were not so lucky and Bluenose found it impossible to get round the mark at all. After one lap Avocet was leading with Bali Hai

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in second place and Hazy Daze with Richard Twyman now with Jane Sunnocks as crew in 3rd. This sequence held at the finish of the race at the end of the second lap.

The second race started back to back with the first but the course was close to the bank to avoid tidal problems. Avocet established an early lead only to lose it on the run after the windward leg and it was only by establishing an 'inside' position on Hazy Daze at the leeward mark that she recovered the lead at the end of the first lap with Atilla, DB 672, Dave Allen's splendidly refurbished GRP



smoothie in second place and Bluenose in third. After one more lap at the finish Avocet was leading with Bluenose second and Hazy Daze third.

So the final results after resolving the tie break between Bali Hai and Hazy Daze were

| | | | | | | |
|---|-----|------------|--------|----------------|-------------------|------------------|
| 1 | 565 | Avocet | 2 pts | Thornbury SC | Tim Parkinson | Tony Ryan |
| 2 | 119 | Bali Hai | 6 pts | Thornbury SC | Martin Theophilus | Jane Sunnocks |
| 3 | 612 | Hazy Daze | 6 pts | Gravesend SC | Richard Twyman | Rod Howell |
| 4 | 572 | Atilla | 9 pts | Thornbury SC | Dave Allen | Colin Trumper |
| 5 | 625 | Bluenose | 10 pts | Greensforge SC | David Morrice | Alasdair Morrice |
| 6 | 533 | Proud Mary | 11 pts | Thornbury SC | Paul Bowden | Julie Baker |
| 7 | 455 | Dantie1 | 3 pts | Thornbury SC | Alberto Pau | John Gush |

The TSC DB fleet much appreciated the support of Bob and Kath Davis who stayed all weekend, Pete and Sally Hewitt and John and Phil Lokier. Our thanks to them.

Tim Parkinson



Thornbury Sailing Club were also celebrating their 70th year. SARA (Severn Area Rescue Association) called in for tea and John Lokier was invited to cut the splendid cake.



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News from Poole

First, I would like to say a huge congratulations to PYC member Colin Blewett and Chrissy Campbell for their victory at YWDB Week in Rock. I understand a good week was had by all and I look forward to joining the fleet in Brixham next year.

Turning to PYC, this season has proved to be an exciting (and busy) one for the Dayboat fleet; the weather gods have certainly looked down on us providing some wonderful evening racing and Poole Harbour has been graced with the presence of a pod of dolphins.



The singlehanded series kicked things off, with five boats heading out to the start line. Anita Habgood in Second Fling once again showed her singlehanded skills to win 3 out of the 4 races, only being denied a clean sweep by Natalie French in Mandarin who took victory in the third race.

The Monday evening series has proved the most popular this year, with up to 15 boats on the start line. A few weeks' ago, the class were treated to a display from the resident dolphins who swam with the Dayboat fleet for a leg of their race; this certainly dominated the conversation in the bar after racing! Dolphins aside, racing has certainly been close, with line honours being shared between 5 boats over the season. Anita Habgood heads up the series, with Pete Hewitt a close second in Merlin and Bob Clewer in Deja Vu in third.



The Thursday evening series sees a slight change to the standings, with Bob Clewer leading the pack, Cherry Giles in Damon's Daughter lying in second and Anita Habgood chasing in third. Anita also heads up the summer series which comprises the results from both the Monday and Thursday evening series, with Bob Clewer in second and John Waters in Men Behaving Sadly Again closely behind in third.

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In other news, the club opened its doors to new members in June and the Dayboats were on hand to take members out as part of its 'try a boat' initiative. It was champagne sailing and new members were treated to a perfect sail around the harbour. As part of the class' efforts to bring new members into the fleet, Eliza DB602 is available for use by club members for a small donation towards the maintenance fund. Full details are on the Dayboat page on PYC's website.

Finally, we look forward to welcoming both visitors and local boats to the PYC Open Meet on 20/21 July. Once again, it will be held jointly with the GP14 fleet and the Notice of Race has been published on the YWDB website. If you required any further information, please contact Natalie French: nf.ywdb@gmail.com.

News from Bosham

It has been a very busy start to the season with strong DB turnouts despite the very odd wind and weather patterns. The two highlights for the Bosham fleet have been Rock Dayboat Week in June and the combined Masters Event / DB Open last weekend.

In Rock we had a great turnout of 10 boats from Bosham, including 3 DB's who were new to the Week. The local club laid on a fantastic week of racing and socialising with plenty of time for all sorts of extra curricular golfing and walking activities.

On the water our fleet had some great results with 5 boats finishing in the top 12 overall. I was particularly

delighted for Adrian and Jane Weller (DB618) who sailed very consistently all week and achieved their best ever DB Week result finishing 12th.

An added bonus was a Bosham crew winning a race! Alison Garrett stepped in at the last moment to crew for Peter Hewitt, and went onto to help him win the 5th race and finish 3rd overall.

Bosham prize winners:

4th Overall and first married couple: Alastair & Jacqui Seaton (DB653)

6th Overall: Mark & Shirley Stanton (DB 673)

Winner of the Ladies' Race: Alison Garrett (DB669)

Winner of the Crews' Race: Fiona Macfarlane (DB597)

Best newcomer: Simon Veysey & Bruce Garrett (DB651)

As a departure from previous years we ran a two-day Open meeting within our three-day Bosham Masters Event, with the four races held on the Saturday & Sunday counting for the results of the Open Event.



Dayboats on their mooring after a day's racing at Rock

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Matt and daughter Cora sail Snazzie DB646

A total of 11 Bosham DBs entered the Masters and were joined by 4 visiting boats for the Open Meeting. The weather over the weekend went from the sublime to the ridiculous with champagne sailing in brilliant sunshine on the Friday and Saturday followed by driving rain on the Sunday! On the social side, all competitors enjoyed a magnificent tea when they came ashore each day and an event supper on the Saturday night accompanied by a live Jazz Trio.

Two boats dominated the results over the first days with Mark & Shirley Stanton (DB673) and David & Fiona Macfarlane (DB597) both winning two races and going onto finish 1st and 2nd overall in the Masters.

Mark & Shirley continued their very impressive form to take first place overall in the Open. However, they were very closely chased by a newcomer to DB's, Matt Straker crewed by his young daughter Cora, who borrowed Michael Hewitt's Snazzie and won both the Sunday races.

Overall Open results:

1st Mark & Shirley Stanton (DB673) Bosham. 5pts

2nd Matt & Cora Straker (DB646) 6pts

3rd David & Fiona Macfarlane (DB597) Bosham. 7pts

4th James Hewitt & Henry Hewitt/Hugh Straker (DB676) Bosham. 13pts

David Macfarlane, DB597, Yellow Peril

When the Dayboats came to Bosham

I bought Dapple in the spring of 1985 after seeing a very good looking clinker dinghy with a varnished hull at the Dinghy Show, which in those days was held at Crystal Palace.

After a summer's fettling, it was time to look for somewhere to sail, having been away from sailing for nearly 20 years. In my younger days I had sailed from Poole Harbour, so I returned to Parkstone to renew my membership. They were content to have me back but pointed out that just up the road there was a large infestation of Dayboats. Poole had a policy at the time of giving preference to local people for new memberships, so I looked towards Chichester Harbour.

A day wandering around the various clubs brought me to Bosham which seemed to have the right approach to sailing, in that the terrace was close enough to the water and the beer was of the right quality.



Dapple DB513

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At Bosham SC, a few years earlier, a number of owners of more or less elderly and one-off boats had got together and founded the Classic Dayboat fleet. Although this was based at the Club and most of the fleet's people were members, it was not a racing fleet formally organised by the Club. It was tolerated on alternate Saturdays when the tide and conditions were beneficial (not unrelated to the bar's opening hours). The class captain and handicapping authority was Steven Bishop. Steven's father, Don was the permanent Race Officer. Steven himself sailed a very ancient Appledore Workboat with an outrageous handicap (just saying). Life jackets were considered wimpish. There was no rescue cover, but then the courses sailed very rarely went further than Deep End at the entrance to the Bosham Channel.

There were about a dozen boats in the fleet, none of which had a current or any PY number, all of which leaked to a greater or lesser extent and varied in length from around 20 feet down to 14 feet. Into this company in 1986 came Dapple, a Lew Walker YW Dayboat (DB513) and my pride and joy.

So the fleet continued for a few years, gradually growing as more classic boat owners got the racing bug. As time went by a number of YWDBs started to appear. Rob Hooper with Benbow (DB240) was one; another was Noel Jenkins (the presenter of the Galatea cup) brought Galatea III, (DB208); Nick Maddalena came with the smoothie, Flo (DB475) now sailed by Paul Dewing; Simon Hempself joined with Shellduck (DB117). Dapple was taken on by Kip and Rosemary Hanbury in 2003, who looked after her for 10 years, as the last riveted clinker boat with a wooden mast. Around the turn of the century, GRP boats started to arrive and, in what seems to have been a very short time we found ourselves with the 20 boats we now have.



Tailwind DB 668

One of the highlights was the arrival of the beautiful Tailwind (DB 668), built by Locky Mckenzie at the Boat Building Academy in Lyme Regis. The acceptance of the Dayboats as classics has meant that they still all form part of the Club's Classic Dayboats now totalling over 60 boats in 3 fleets and all governed by the somewhat eccentric personal handicap version of the PY system.

Iain Macpherson

Please let us know what you are doing with your Dayboat - racing, cruising, restoring ... contributions to kathdavis@btinternet.com by mid November for the next issue

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Woodworm.....The extra Three minutes an hour!

Woodworm came into my hands about 16-18 months ago as a project. Originally Dad built her to sail locally himself with little thought to class racing.....She was sitting in the boat sheds in the IOW not being used so I decided it was time to change that!

Dad always loved the Dayboats and he wanted to use up the last of his wood on one final project. The name Woodworm comes from the fact that the wood he used on the tank tops has lots of black marks on it that look remarkably like Woodworm! Also he tells me that at 89 years old he personally feels like he has Woodworm so that's the name and it will stick!

So first things first make a list of what we need to do to make her class legal.

- 1) New Rig
- 2) New metal plate (Re-work case to suit as originally had wooden board)
- 3) New Rudder and tiller
- 4) New Combi Trailer
- 5) All new fittings
- 6) Increase the weight 38kg's
- 7) Get boat measured
- 8) Buy new Anchor!
- 9) Go to Rock
- 10) Find out if the 3 minutes are built in FOC?



Jack Young in Pa Pa II leads his father Nigel, in Woodworm round the mark.

So as you can see there was a long list of jobs to get done and I started in anger ticking them off one by one. Working with local boat builder Jim Walsh in Cork we slowly got her together and finally at the end of March 2019 she hit the water for the first time. No leaks from the new bailers and all seemed to be well with the fit out etc.....For that race the max wind speed was only 4 knots so we didn't really learn that much and there was little evidence of the free three minutes!

Pete, Sally, Bob and Kath all enjoyed a trip to Cork back at the start of the project to officially measure Woodworm. A bit like all of the boats Dad built he did not exploit the tolerances he built her bang down the middle, Woodworm followed the same pattern.

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Biggest thing we discovered at the measuring (officially at that time!) was that she was close to 40kg under weight. Lots of wood was required to bring her into line and Jim filled in the sides of the centercase with solid mahogany, classy but expensive wood. However it worked and very quickly we found ourselves close on weight. We allowed 5kgs for fittings and varnish etc.....and when the final weighing day arrived she was just a fraction over minimum. Perfect.....

No more time, the sailing season had started for me straight after the March sea trials so we finished off a few small jobs and packed her up ready for Rock. Back in the shed now for a couple of months and the final unveiling to the Dayboat public came on the 22nd June in Rock for race two of the Championships.

The reality of it was I was slow on that day and ran aground a little too often!! The mainsail looked too full and the rig was not set up right. Next day no sailing so rig down, spreaders adjusted and a few other small changes. Seems better but still no sign of the three minutes??

Finally on the penultimate day we started to move well. I had been sailing with the rig far too tight and as soon as I realised we were moving again quite well, not as fast as PaPa 2 but why would we be? After 4 races you cannot expect to be at full strength.

Last day much better, good speed, great sailing and I actually felt it was possible to win a race. Only down to my own greed and the great sailing by Mike and ultimately Pete it was not to be, no race win for Woodworm this time. Well not quite correct! James beat all comers in the opportunity race so we have one really nice trophy on the shelf this year, well done James.

We will be back again next year in Brixham all being well and I will be doing my best to win a trophy for Dad. Without his forward thinking way back in the 80's when he built his first boat and then in the 90's with Papa, Papa 2 and Woodworm the Young Family would not have such a strong link to the Dayboat. We love the class, the people, the family feeling and will be back, thanks Dad.

Congratulations. I have to add my personal congratulations to Colin and Chrissy for giving us all a masterclass in sailing in Rock. Coming back from the dead on two occasions was impressive to watch. Make sure to enjoy the winning feeling its very special and not easily come by.

Nigel Young

Note:

Nigel's reference to 'three minutes' is a tongue-in-cheek reference to the recent debate about the theoretical advantage, in terms of boat speed, of smooth hulls (like Woodworm) compared with clinker hulls. You might conclude from the DB Week results that the fastest boat is the one that is best 'set up' and best sailed, irrespective of the hull form. Ed.



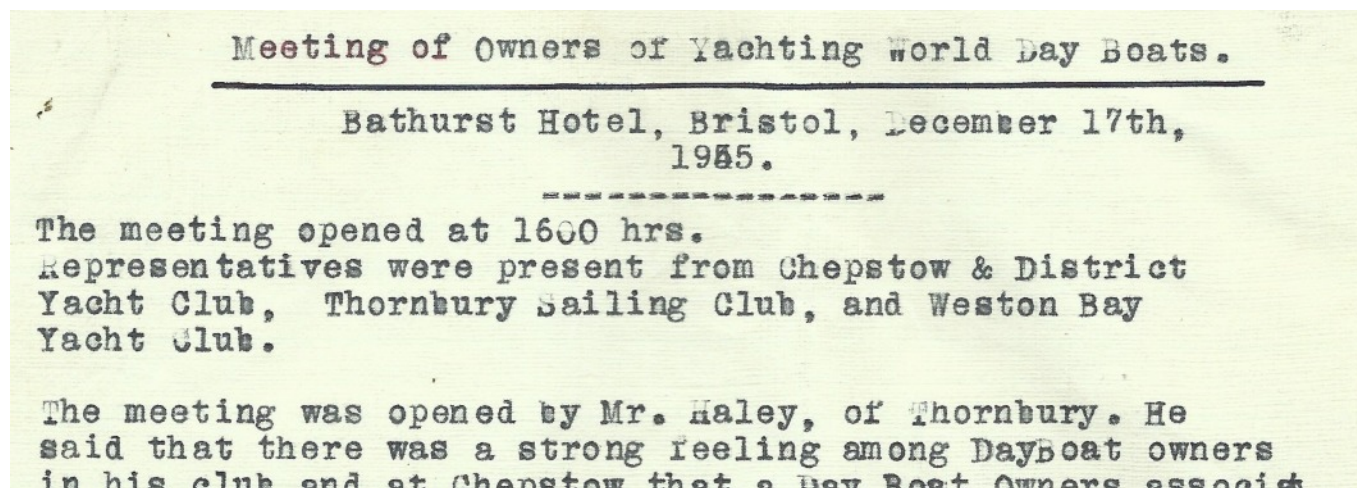
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Some Dayboat History – 70 years on

The beginnings of the Association

From the Association archives (this article was originally published, with minor differences, in Dayboat Notes in 2014)

Minutes of Association Committee Meeting and Annual General Meetings back to the year 2000 are on the website (Members and Users - Archived Documents). But interesting stuff can be found in the old Minute Books which go back to a meeting, in December 1955 when Dayboat owners from three clubs - Thornbury, Chepstow and Weston Bay - met to discuss the forming of a Yachting World 14' Dayboat Association.



These early minutes were very much of their time, with pages typed up (with surprisingly few corrections) on a manual typewriter and stuck into a hardback book (probably with 'school' glue). Everybody was accorded the title 'Mr' or 'Mrs' (Sheila Anderson was the first lady to appear on the Committee, as Secretary, in 1956). No doubt the men wore jackets and ties, and the tone was almost certainly serious. But Associations like ours do not just happen - it is clear that a great deal of thought and effort went into formulating the Class Rules, having the Dayboat recognised as a racing class by the RYA, and setting up a membership structure.

As a long-term plan, we hope to scan in these minutes and make them available on the website. But in the meantime, here are a few 'snippets' from these early records:

At the second meeting, in February 1956:

"A letter from Southwold Sailing Club was read out, which stated that they had already formed an association in 1950 and that they had adopted the cypher 'YW' with numbers at present at 7. There was a general discussion on whether our Association should join the Southwold organisation or whether we should exist separately. It was felt the predix 'YW' was not very appropriate."

At the meeting on 4 January 1957

"Mr Anderson said that there were some 9 or 10 Dayboats on the Southwold register for which there was a registration fee of 5/-, he understood. He proposed that when the Secretary wrote to persuade them to join the Association that as an inducement we should waive our registration fee."

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And on 19 July 1957

“The Secretary read some of the correspondence from Southwold Sailing Club, from which it was learned that while recognising the Association they still wished to retain their own sail insignia and identity and had no intention of joining the Association at the present time.”

This still appeared to be the position at the next Meeting on the 2 August 1957

“They (Southwold) were under the mistaken impression that they had had the first Dayboats and it appeared to be purely a matter of pride.”

No doubt further digging in the archives would reveal what happened to the Southwold ‘parallel’ Association. And there were many other ‘growing pains’. But the Association as originally founded by Dayboaters from Thornbury, Weston Bay and Chepstow is essentially the Association we have today. We owe them our thanks.

Even before the Dayboat.

Most of our members know that our beloved Dayboat was designed by G.O'Brien Kennedy. What you may not know is that when the Yachting World magazine sought entries for a competition for a "robust" sailing dinghy suitable for offshore sailing and building by amateurs by various methods of construction Kennedy had already designed and had built in Hamworthy, Poole a dinghy for Lt. Aidan Sheffield. This was a 14ft half decked clinker dinghy called "Fuss" and was sailed and raced at Parkstone Sailing Club in Poole Harbour in 1939. Kennedy (I assume) entered the lines of Fuss for the competition. The design was adopted by the magazine and became known as The Yachting World 14ft Dayboat" Since then various more appealing names for the boat have been suggested, such as "DB 14s" or "Poole 14s" but (thank goodness) none were adopted and we remain the rather quaint class that we all love.

Richard Cake DB 583, Instant Sunshine

Irish ‘Dayboats’

‘Fuss’ also spawned another dinghy class – the IDRA (Irish Dinghy Racing Association) 14 which also celebrates its 70th birthday this year. The IDRA14 hull is indistinguishable from a clinker Dayboat, but it has a wooden centreboard, a spinnaker and a trapeze (!). There are active racing fleets based at clubs around Dublin Bay. Perhaps we should get together one year! The IDRA14 website is at www.idra14.ie

The editor idly searched for “Fuss” on Google and coincidentally found an article about the IDRA14 published in the ‘Irish



Photograph: Frank Miller/The Irish Times

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Times' on the day before this copy of 'Notes' went to the printers. Here is a short extract .

“Lots of ‘Fuss’ as dinghy racing celebrates 70 years

The Irish Dinghy Racing Association was founded 70 years ago and one of its first tasks was to source an affordable racing dinghy that could be easily sailed at centres around the country.

The founders were attracted to “Fuss”, a prototype 14-footer designed shortly before the outbreak of the second World War by Irish naval architect George O’Brien Kennedy. Renamed the IDRA14, the two-person dinghy was to become the cornerstone for the fledgling body that would later morph into the Irish Yachting Association and more recently the ISA.”

The Irish Times - 16 July 2019

To read the full article go to. <https://www.irishtimes.com/sport/other-sports/lots-of-fuss-as-dinghy-racing-celebrates-70-years-1.2776276>

Antifouling (or not?)

After the spell of very hot weather last summer, Philip (Blake) and I decided it was time to clean the bottom of my boat, C'est la Vie 663. It hadn't been done for 4-5 weeks, so Philip rowed her down to the slipway at Poole Yacht Club. Imagine our surprise when we tipped it up and found this.....



..... the worse amount of weed and slime we had ever seen on a Dayboat, although no barnacles. Next summer I will make sure that we don't leave it quite so long. Wondered why it was sailing so slow !!!!!

Gill Dacke, DB 663 C'est la Vie

The New Boat DB 677

Steve Creasey has produced his first Dayboat hull, commissioned and funded by the Association. Both the material costs and labour were recorded in detail so that we now have a repeatable build method, quality and costs. We are delighted with the finished hull which reflects the care and pride Steve has taken in the building.

It has been sold and the owner has arranged for the fit out to be completed at Tytherington by Andrew (another Hewitt) and is already making plans to be at Dayboat Week in Brixham next July. If you would like to see the boat and the work in progress please give me a ring. (01985 214745)



New Selden Gamma Mast specification

The Dayboat Association approved the Selden (ex. Proctor) Gamma mast some years ago after it had become clear that there was a world of difference between the Superspar M6 section and the “old” Proctor F section. This is now Dayboat history.

The Superspar and Selden masts are very similar in terms of weight, stiffness and bend characteristics but as originally supplied the Selden mast had very different arrangements for halliards etc . When ordering a Selden mast for the new Dayboat (677) I took the opportunity to work with Selden (through Selden agent Martin Leaning Masts & Rigging Ltd at Port Solent, who were extremely helpful) to agree on a new standard specification for the Dayboat Gamma mast.

With these changes now used as a production specification the Selden mast can be used as a direct replacement for the Superspar M6 without having to alter the halliard arrangements in the boat or putting more holes and slots in a new mast. It also has the fittings for the fly-away pole elastic to be inside the mast.

The contact at Martin Leaning Masts is Carol Leaning info@martinleaning.co.uk.

Peter Hewitt DB 669 Merlin

Contributions to Dayboat Notes are always welcome
Send to the Editor, kathdavis@btinternet.com

DAYBOAT WEEK 2020

will be held at

BRIXHAM SAILING CLUB

25 July - 30 July

More details will be published on the Association Website

www.ywdb.co.uk

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