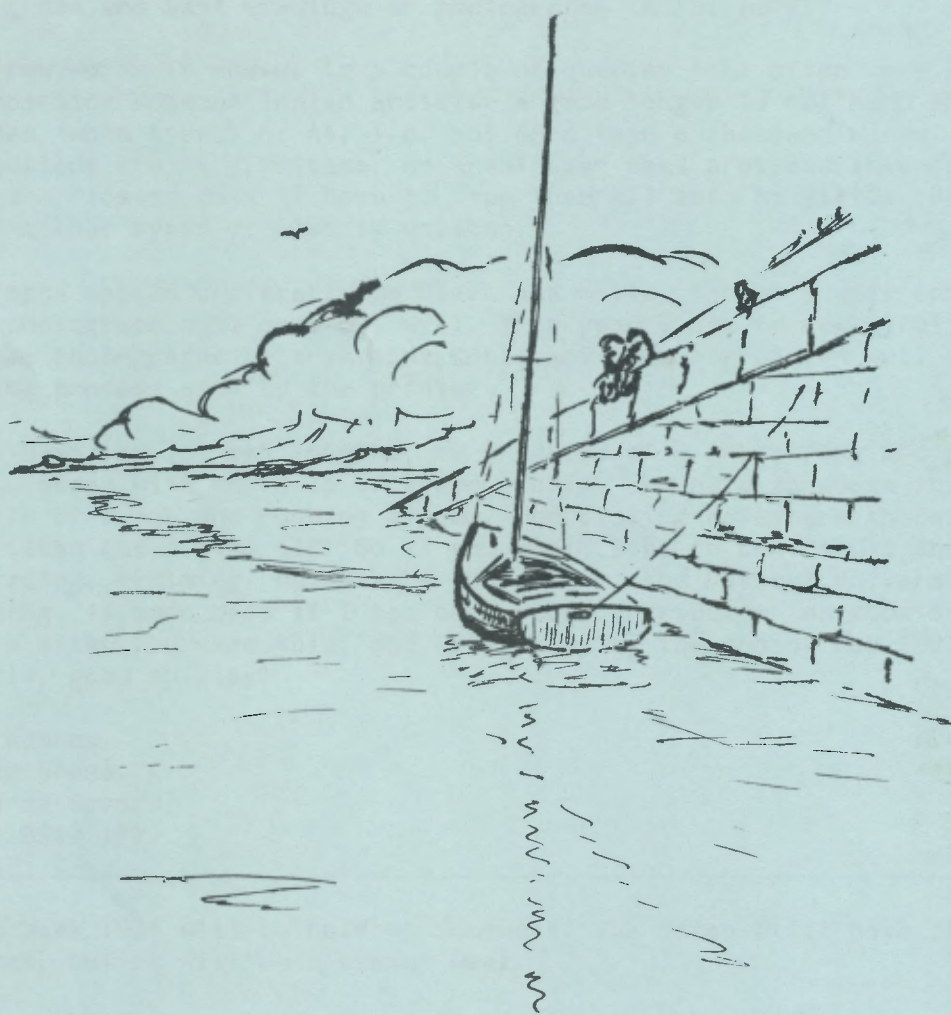


DAYBOAT NEWS

1990



Waiting for the Severn tide at Purton.

R. R.

NO 77

Dayboat News Number 77.

Editorial.

You may remember that last year the Editor made a heartfelt plea for articles on other topics besides racing (not meaning to discourage articles on racing, of course!). Possibly as a result, this year's Dayboat News is much more representative of the Association as a whole. Many thanks to all the contributors, especially to those who sent their words of wisdom early, and to those who sent drawings or photographs (more! more!)

Just a few words in answer to a couple of queries that often come up when I am approaching someone for an article: a good length is not much more than two sides (when typed) of A4, i.e. not more than a thousand words. Shorter contributions are very welcome, as are longer ones provided they come well before the closing date (I have to type them all into my little computer) and are either typed or clearly written.

Photographs should preferably be black and white, though a well-contrasted colour photograph will come out well. This year I had to regretfully turn down some photographs because they would not have reproduced well on the screening process used by the printer.

Dayboat News, as you may imagine, is produced on a shoestring and a home word processor with the help of strong coffee and hard language in the intervals of a job and running a home. The closing dates are therefore not merely taken out of the air! So if you would like to contribute something about racing, cruising, building a boat, life, the Dayboat Universe and everything, it does help if I can have your contribution as soon as possible after you read this, and definitely by the end of May 1991. And meanwhile, good sailing!

Jane Bradshaw,
The Bank House,
Oldbury on Severn,
Bristol BS12 1PR.

Dayboat Week 1991 will be held at Southend. The dates still have to be finalised, but it will be a summer week.

Results of Dayboat Week 1989.

1st. 494 Pluto	Tony and Barbara Bowden (TSC)
2nd. 615 All White Now	Roger and Joy Maund (PYC)
3rd. 601 Johdie	Eddie Hind (PYC)
4th= 583 Instant Sunshine	Richard Cake (PYC)
4th= 600 Huggy Bare	Dave Williams (PYC)
6th 599 Daytripper	Gerry Philbrick (PYC)

A Few Words About Money From The Keeper of The Treasure.

We are still healthily solvent. Our main expenditures are for Printing, Exhibition costs and Postage, in that order. We still enjoy a lot of benevolence from the people who do things for us. Total Membership (1989) was virtually the same as last year. Investment is substantially increased: as I have said before "it is a nice little earner." It pays on time and requires no services. Comparable with 56 good, undemanding members at the present Subscription rate.

Also happily at the time of writing we have almost recovered the cost of the Dayboat Mould. We may well have completed the recovery at the time of reading. The people who have benefited by its existence will have paid for it.

So far the Total membership (1990) appears to be reduced. This may be attributable to some people who remained loyal after active participation being unwilling to pay the increased Sub. If that is the case it is regretted. However I see no need for any further increase as things stand. I was opposed to the last one but, undoubtedly, we would need to increase it next year if we had not already done so.

You may have noticed the lack of Trophy Insurance in 1989. This was due to the Insurers (Eagle Star) not transmitting the usual reminder and I did not notice until I was prepping the books for audit. However this has now been rectified. Therefore there will be two payments in 1990.

It is difficult to compare the cost of engraving with previous years because some people leave it a long time before they claim. Also there is a very substantial variation on the charge twixt various engravers. This we are hoping to rectify, if all goes well.

I hope that this will not reflect in my care of your money: the other day I was crewing and turned my car inside out looking for my Lifejacket (We have to wear them at TSC [wisely]). I gave up and apologised to my helm who said, "I think I have one that you can borrow ---- but what is that that you are wearing?"

There was a pronounced improvement on the number of people who paid Subs early, on time, or nearly on time this year. Much obliged. Good luck to all you sailors and also to the non-sailors who still support us.

Y.W. 14ft Dayboat Association

Statement of Accounts for 1989.

Credit Totals

Subscriptions88	4.00
" 89	816.00
" 90	106.00
" Junior	4.50
Donations	21.00
Tie Sales	20.00
Registration Fees	2.50
Plans	30.00
Mould Levy	300.00
Dayboat Week Levy	47.00
Investment Interest	336.89
Sundry	0.50
<u>Sub Total (1)</u>	<u>1688.39</u>

Debit Totals

Postage	71.32
Printing and Photocopy	292.05
Computer Service	31.08
Committee Expenses	15.16
Exhibition Costs	202.81
Stationery	26.45
RYA Subscription	24.00
Phone Charges	0.88
Trophy Engraving	56.17
Gifts (bouquets)	0.00
Trophy Insurance	0.00
<u>Dayboat Week</u>	<u>90.00</u>
<u>Sub Total (1)</u>	<u>809.92</u>

Balances 31/12/88

Cash in hand	0.00
Current Account (Lloyds)	31.70
Investment Account	2836.97
(Nat.Savings)	
<u>Sub Total (2)</u>	<u>2868.67</u>

Balances 31/12/89

Cash in hand	0.00
Current Account (Lloyds)	73.28
Investment Account	3673.86
(Nat.Savings)	
<u>Sub Total (2)</u>	<u>3747.14</u>

Grand Total (1) + (2) 4557.06

Grand Total (1) + (2) 4557.06

	1989	1990	1991	Junior
Membership: Free (Hon Sec and Life)	7			
Prepaid:	37			2
Paid in '89:	206	18	1	10

Peter Mason
DB Associaton Treasurer.

Crystal Palace Dinghy Exhibition: 3rd - 4th March, 1990.

After burning the midnight oil when I realised it was only three weeks to the Dinghy Exhibition, Martin Boobyer and I arrived at Crystal Palace on the Friday evening after two or three attempts at the infamous South Circular signposts, to a melée of dinghies, cats., masts and Security Guards, to find we had been promoted to the Main Hall with all the hotshot racing dinghies, only problem being we were right in the corner by the main exit. Between us, we managed to remove the super all over cover that Quay Sails have donated to the Association, to reveal one rather clean and shiny Dayboat (thanks, Rod). After numerous attempts at lifting the boat, we eventually sited it just how I wanted it, so up went the mast and off we went to find our accommodation.

Saturday morning dawns with the sort of weather you should be working in the garden with, but here we are in London - what a shame. A quick breakfast, and off to polish the boat, put up the pictures, and we're ready for the off.

The Show starts off in a typically brisk manner, with the official opening by Princess Anne who we are told will be doing a quick walkabout before flying off to the rugby in the afternoon. Can you imagine our surprise when Princess Anne appears in the middle of the hall by the Olympic boats, and heads straight for the Dayboat Stand without looking at any other boat en-route.

She stayed on the stand for about five minutes (which to me seemed a lifetime), asking questions about when the boat was designed, where did I sail, was the racing competitive, and who did I sail with. She seemed genuinely interested in the Class and the boat, and I found her a very approachable person even though she was surrounded by tight security.

From then onwards people came and went all day, and with able assistance from Chris Steer and Peter Mason we ended a very successful day feeling quite happy, and thinking perhaps we were in a good position after all.

Sunday saw the arrival of the Poole contingent, and my thanks to Dave Williams and Joyce, the Brown family, Brian Ellis, Dave and Jill Everitt, and Martin Shepherd and his family, for all their help which enabled Martin and me to have a good look around the Show.

To sum up, I think the Show is a worthwhile event to attend, and gave a lot of people a good insight into the Dayboat and its history. It proved that the Class is alive and well, and moving with the times.

Roger Maund
DB 'All White Now'.

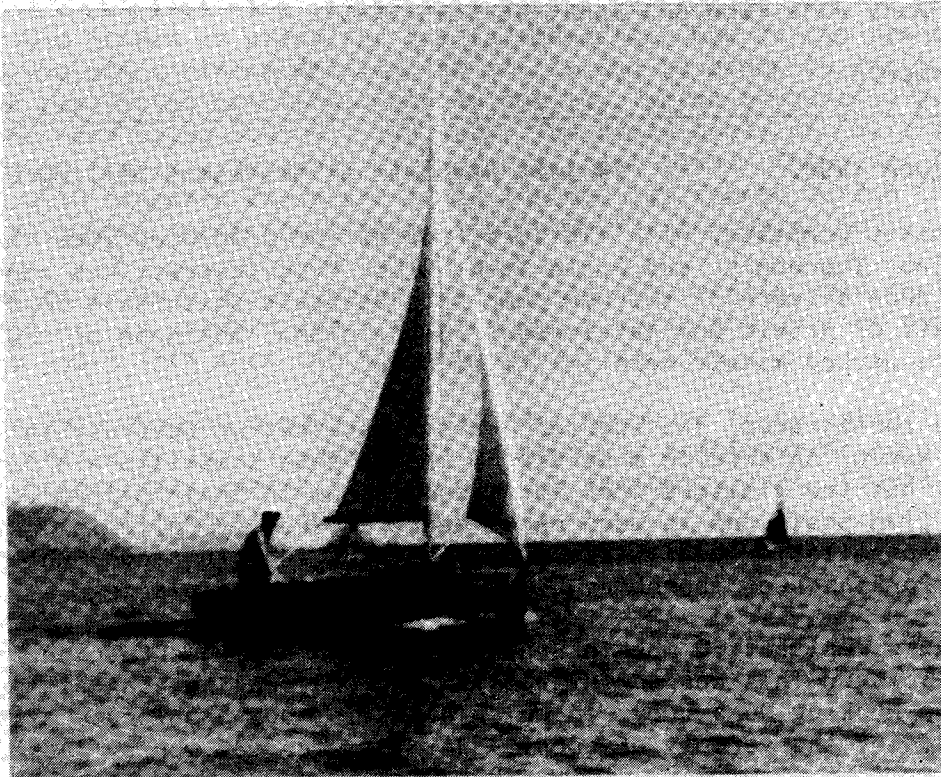
Thornbury Open, September 23rd and 24th, 1989.

Thornbury Dayboat and Laser Open was held on the last weekend in September with typical September weather. Saturday was bright and breezy with excellent sailing conditions, Sunday opened with fog and no wind but cleared before the race start, which was delayed, partly because someone had misread the tide tables (!) and partly because of lack of wind.

Two races were sailed on Saturday and one on Sunday, all races to count. Clyde Wheeler and Don Smith set an Olympic course for the 15 Dayboats, which included two visitors from Tamar River and one from Poole, and 9 Lasers. Tony and Barbara Bowden, as befitted the National Champions on their home course, had gained a good lead by the first mark, which they held on to and increased all the way round. Jack and Brenda Sully came second, and Brian and Barry Leat (in that order) third and fourth.



Crystal Palace Dinghy Exhibition: the
Princess Royal talking to Roger Maund.
(see page 3)



'I have done most of my sailing.....on
the spring tides of summer evenings...'
(*'25 Years of 'Fandango'*: page 11)

The second race started with trouble on the starting line for Jack and Brenda, who sailed extremely well thereafter to work their way up the fleet to fifth place. Tony and Barbara again stormed home first, Brian Leat and Carol Batchelor were second, and the Old Man of the Sea, Edmund Grace, sailing with Dick Elder, came third.

Saturday night found the Dayboaters in the pub (where else?) and a good time was had by all at the Anchor. Luckily for those who went back to the Club the start the next day was at a civilised time, made even more civilised by the aforementioned inability of Thornbury Sailing Club to read its own tide tables. The wind was very gentle, and died away almost completely towards the end of the race. Luckily by this time everyone was upstream of the Pill and the tide had turned. Watchers on the bank could see the wind coming again from the southwest, and it arrived in time to bring everyone home. Tony and Barbara again came first, Jack and Brenda second, and Barry and Brian Leat reversed the order of the first race on Saturday to come third and fourth respectively.

All in all a good weekend was had by all, and thanks were expressed to the Officers of the Day, the safety boat crews, and those who provided food and drink. Next year we'll check the tide times.

Overall Results.

Dayboats:	Lasar. (future YWDB):
1st. 494 Pluto Tony and Barbara Bowden (TSC)	1st. Martin Clapham.
2nd. 572 Attila Jack and Brenda Sully (TSC)	2nd. Andrew MacDonald.
3rd. 542 Kiwi Brian Leat and Carole Batchelor (TSC)	3rd. Ben Bradshaw.
4th. 585 Larus II Barry and Sue Leat. (TSC)	
5th. 410 Dolly Dick Hanson and Andrew (TRSC)	
6th. 612 Hazy Daze John and Jenny Barton (TRSC)	

Jane Bradshaw.

May 12th/13th 1990.

YW 14ft Dayboats at Gravesend Sailing Club.

Fourteen boats competed, with visitors from as far afield as Tamar River Sailing Club, Thornbury, and Poole Yacht Club. Much interest was caused by the appearance of more of the new composite Dayboats which have contributed to the spate of growth and development in the class, but none of the latest glass-fibre decked models were yet to be seen.

There were three races. Two shorter courses were set on Saturday in Gravesend Reach. An erratic moderate NW breeze gave competitors a few surprises, but the visitors took local conditions in their stride to gain the first five positions in each race. Gerry and Lesley Philbrick quickly built an unassailable lead, with impressive wins in both races, whilst Tim and Diana Parkinson of Thornbury S.C. gained two second placings.

The weekend's real battle was in Sunday's race three, which decided the overall placings. This was an interesting and challenging long-distance race to the Mucking No 5 buoy, in which both visitors and locals alike were fully tested by the variety of conditions. The race was won by Jack and

Brenda Sully of Thornbury, who made a brilliant recovery after being caught out early by the wind shadow under Tilbury Power Station, with Dick Hanson's new boat, 'Vis Vitae' second, but Tim Parkinson's third placing was enough to retain his overall second placing for the series.

Overall Results.

1st.	615	All White Now	Gerry and Lesley Philbrick (PYC)
2nd.	588	Arycanda	Tim and Diana Parkinson (TSC)
3rd.	572	Attilla	Jack and Brenda Sully (TSC)
4th.	618	Vis Vitae	Dick Hanson (TRSC)
5th.	599	Daytripper	Rod Brown (PYC)
6th.	368	Semoli	J. Skellorn (GSC)

Chris Hague-Smith.

June 2nd and 3rd 1990

Thornbury Sailing Club Dayboat Open.

Saturday Start 1400, weather overcast wind NW 4-5.
Race Officer John Harvey.

18 boats, 12 from Thornbury and 6 visitors (3 from Poole, 1 from Gravesend and two from Tamar) signed on for the Saturday racing. The 12 home fleet boats were stiffened by Martin and Sarah Sully sailing the Benjamins' boat DB 520 'Alouette' and Bill Beere sailing with Brian Gale in Brian's boat DB 476 'The Pobble', Laser sailors Ben Bradshaw and Bill Beere Junior taking out the Bradshaw family boat, DB 555 'Candida'.

The river did not look very inviting, a strong gusting NW wind whipping up the waves and it was no place for the fainthearted. Due to the low tide, launching the six visitors delayed the start, and in order to get two races in the OOD restricted the first race to one lap, which provided a quick sprint, the race being over all too soon. The Poole boats of Philbrick and Maund crossed the line together to be given joint first. Third was Tim Parkinson with daughter Diana providing the muscle, fourth Gordon Craig with his delighted young son crewing, fifth Martin and Sarah Sully.

The second race was a three lap race providing some really good racing with a good beat out to seaward and a rolling run planing and surfing down to Cowhill, a hairy jibe mark and a reach across the line.

The longer race enabled a more balanced pecking order to be established and Gerry and Lesley Philbrick were first, second Joy and Roger Maund, third was Tamar sailor Dick Hanson sailing his new composite boat, fourth Barry and Sue Leat, fifth Martin and Sarah Sully.

Sunday.

Twenty boats signed on for Sunday's race, including Barbara and Tony Bowden, current national champions, who were, regrettably, unable to sail on the Saturday.

The two Contender sailors, Bill Beere and Martin Sully, both altered the rigs of their borrowed boats following Saturday's experience.

The weather was more fearsome, wind consistently blowing 4/5 with 6 in the gusts, again from the west but changing in the latter part of the race to north-west.

The course set was a first leg down to Cowhill and then back up to Plantation, then out to seaward, set far out on the sandbanks, down to Cowhill to give a triangle, sausage from Cowhill to Plantation and back.

Gerry Philbrick shut the starting gate very effectively causing a major pile up on the Limit buoy involving Brian Leat, Edmund Grace and Martin Bland all sailing in from seaward.

The course to Cowhill was a reach. The starting gun saw most boats travelling fast and a broad spread with Tony and Barbara in the lead on the inside track, Gerry and Roger hot on their heels. Tacking onto port and round the buoy caused many problems and much reading of the rulebooks after the race. Tony and Barbara were nudged and asked to do their turns and many other boats were penalised likewise. The reach back up to Plantation with the fleet still fairly tight saw another conflagration on the buoy with boats calling for water and rounding the buoy four and five abreast. The beat out to the seaward seemed quite sane in comparison and the boats gradually sorted out a pecking order. Martin and Sarah Sully were just behind Gerry and Roger with Tony and Barbara despite having done their 720 in fourth place. Martin and Sarah broke tacks and steamed away on port leaving the two Poole boats and the Bowdens close tacking up to the buoy, when Martin appeared back on starboard and rounded the buoy with a good hundred yard lead, causing great excitement on the bank and also a loss of performance in my boat as his mother charted his progress with shrieks and yells! Once around the seaward the long run downwind with the boats surfing and planing, both main and jib straining in the force 6 gusts, caused an overdose of adrenaline in all competitors with the jibe around the Cowhill buoy back onto a fast reach catching out many boats lacking the correct technique.

Martin and Sarah couldn't hold off Gerry and Lesley but held on to gain second place, Tony and Barbara retired on the penultimate lap with a cut hand when in third position and Roger and Joy crossed in this position.

Positions were, for Sunday:

1st.	601 Johdie	Gerry and Lesley Philbrick (PYC)
2nd.	520 Alouette	Martin and Sarah Sully (TSC)
3rd.	007 All White Now	Roger and Joy Maund (PYC)
4th.	618 Vis Vitae	Dick Hanson (TRSC)
5th.	612 Hazy Daze	John Barton (TRSC)
6th.	572 Attila	Jack and Brenda Sully

With only eleven boats out of the twenty finishing (nine preferred retirement to the haven of the Pill to the cauldron of the river) to the credit of all competitors no boats were in serious trouble and all

Being the Fifth Cruise, in company with 'Magellan Cloud', GP14 No 3031.

A Saturday in June, 1989.

Wind fresh, westerly.

Slipped in at Orford Quay, Suffolk. Sailed down river Ore, keeping to SE side of Havergate Island - a bird sanctuary. The intention was to make for the bar at the entrance to the river, but off southern tip of island (Dove Point) conditions became a little uncomfortable, so rounded end of island and made our way up the River Butley. Inside the river the water was calmer, being sheltered by the low saltings, but tacking up river was tiring work being solo. The tide was flooding but handling a heavy dinghy in confined waters does tend to take its toll once one sees the magical figure of 50 fading into the distance. Block and tackle on a 70lb plate, main sheet, jib sheet and punt off the mud - all at the same time!

Lunch of sandwiches was taken moored to the north bank, after which it was decided to abandon our attempt to sail to the head of the river. Wind was easing and the sun came out to warm us as we sailed in company down the river. At the entrance I downed sail and clamped my old Seagull on the transom - I had bought it with the boat but never used it - By Jove, it worked! - but enough of that smelly device so up sails once more in search of a berth for the night.

Whilst sailing up the Butley once more on a falling tide and a falling wind, a dainty 3 tonner on her moorings received my unwarranted attention. Tacking across her bows the tide carried me bumping down her port side. To add insult to injury I then clouted his dinghy as I bore off on the port tack. I don't know what the owner thought since he just smiled and made no comment as I shouted my apologies. I tacked and went back for another go, but this time I missed him!

Further up-river we anchored against the north bank by a collection of boats. After cooking dinner and with the boats aground all three of us walked ashore, changed our boots then slowly walked into Orford where we downed a few beers in the 'Jolly Sailor'. We had an even slower return to our respective craft through lanes lit by a bright moon.

Sunday.

Wind v. light, southerly.

Awoke to a mill pond surface, the awning over the boom was beaded with moisture - uncomfortable to touch, but after breakfast with gear stowed once more and sails hoisted we both headed out of the Butley into the Ore. Sailed N.E. up the Gull, round Chantrey Point and so to Orford where we checked the cars and trailers. Casting off once more we headed up the River Alde, the sun shone and the breeze was gentle - what a life!

Past Shaughden Quay we turned West. Whilst sailing this stretch of the river we ran into a fleet of National 12s tacking downstream and hugging the north shore, keeping to the opposite bank. We soon lost sight of them. Passing the island the vast expanse of Long Reach opened up before us. I was quite concerned at first: being the head boat meant I had to seek the channel and this meandered in all directions and was marked by withies, quivering in the water and topped by a tin can or piece of rag - sometimes nothing marked the withy, then one had to guess where the channel lay.

However, progress was sedate enough to enable me to plot my course in ample time. When nearly across we joined company with a big old cruising yacht - pre-war vintage and helmed by a lady of about 70 years. But she had to anchor while the tide made good over Troublesome Reach - aptly named. M.C. and I made it across but must have left our plate and rudder tracks in the soft mud.



Off Iken Cliff in the shelter of the trees we anchored, and after lunch discussed our next move. It was now a fine sunny day with no breeze. It was decided to go up river to Snape in my dinghy because I had more room - I also had an O/B. Accordingly we chugged off and after a short while reached Snape and tied up alongside the Quay. The ale was cool and an art exhibition interesting - the prices quoted for the latter a little beyond our pockets. Eventually we made our way back to the boat where I discovered I had left the petrol tap on. When I started the engine I discovered there was no idle speed: full throttle or nothing. Needless to say our departure was somewhat frantic. This sort of escapade usually takes place in front of an appreciative audience and this day was no exception. Apart from this the return to Iken was uneventful - but noisy. I much prefer the use of oars, but not against a foul tide or for any great distance.

At Iken once more the crew of M.C. returned to their own craft and we both prepared and ate our dinners. Afterwards we tidied our respective craft, made our berths ready for the night and stretched our boom tents. With the boats aground and riding light set on the fore stay we departed by foot along the river bank for Snape and the hospitality of the 'Plough and Sail'. Much later we returned the same way after a pleasant evening, with the twinkling riding light to beckon us back.

Monday.

Wind fresh, southerly.

It's strange - but whenever I visit Iken, the wind always turns southerly causing me to beat back to Orford. This trip was no exception. The mooring was a quiet one, but the trees on the Cliff were waving their heads as I ate my breakfast. The day was grey - so different from the previous one - as I recovered my anchor and washed the mud off.

M.C. let me lead the way once again across Long Reach. The search for withies was a little more difficult as the light was not so good. I took chances and skirted across some of the bends with the plate part way up. The manoeuvre proved to be a heart stopper as the quarter wave started to seethe and roll as the water shallowed. Slowly we came onto the wind until on reaching Slaughden Quay I turned south and commenced the beat down to Orford. Tack and tack again - my, these dayboats know how to look after you! By now M.C. had overhauled me. I was tired, and my going about got very sloppy - the tiller seemed heavy and M.C.'s crew called across that the blade was lifting. Several times I had to put the boat head to wind and shove the rudder blade down. Later, when ashore, I discovered that the pivot bolt had worked loose.

By the time I reached Orford M.C. was waiting for me. Standing off, I dropped the main and ran ashore under staysail alone.

Recovered boats at 0900 hrs.

Later, in the car park, whilst preparing to trail home a retired gentleman came up and had a talk, saying he had owned and raced a dayboat many years previously.

Jason Friend.
DB 397 'Yo-Yo'.

25 Years of 'Fandango' DB 351.

In 1946 my father gave me a beautiful 16 foot quarter-decked sailer, the last boat built by Mr Webb of Weston-super-Mare before he died. It was his pride and joy and I remember him taking me out to show me how to sail her, to make sure I knew how to look after his last creation.

I had hours of fun in that boat until, after getting married in 1952 and starting a family, opportunities for sailing became rather scarce, so with mixed feelings I sold her. Not long afterwards I was distressed to hear that she had been smashed to pieces against the Promenade at Weston in a heavy storm.

Ten years later in 1962, after a family outing to Lyme Regis, I found myself to my great surprise returning to Bristol with a horribly powerful speedboat in tow which, over the next three or four years, I discovered that neither I nor my family liked. Friends had great fun on water skis but it never looked or felt right, particularly in Portscatho, a small fishing village in South Cornwall and our regular holiday haunt. One Saturday morning, after a friend had completed a particularly spectacular run on

mono-ski, I was tied alongside the harbour when someone asked if I gave water-skiing trips with the boat. I replied that I did not but that the boat was for sale; a few hours later I had his cheque in my hand and was thankfully watching the boat disappear with its new owner to the other side of the bay.

The next day my brother-in-law, Jack Ellis, returned from a visit to St. Mawes and told me that he had seen exactly the boat for me. I dashed straight over and there, to be sure, was the boat. Moored in the little harbour was DB 413, 'Fiesta', and it was love at first sight. Not only was she the most beautiful boat of her type I had ever seen but she was also, to an amazing extent, a replica, although scaled down and modernised, of that original 16-footer. I found the owner but he could not be persuaded to sell her (sensible man); however, he gave me the name of the DBA secretary who was then the very knowledgeable Sheila Anderson, who put me in touch with Colonel Lyndsey at Swanage, who had his Dayboat for sale on moving to "something larger".

I immediately went to Swanage and duly returned the proud owner of 'Fandango', one of about eighteen dayboats built by Parkway Marine. She really was (and in my biased view still is) a beautiful boat into which the builders had put a superb variety of woods, including for example an oak strip down the middle of the foredeck to which the marine ply abuts.

There followed 25 years of intense pleasure. I joined the Axe Sailing Club at Uphill, Weston-super-Mare, where the combination of river and mud are a splendid protection against weather and inquisitive humans respectively. My sailing habits there have caused me to be regarded as something of an eccentric. A combination of inadequate skill as a racing helm and the hassle of getting to Weston at weekends among the summer trippers, caused me to be an almost permanent absentee from the races organised on Saturdays and Sundays. Instead I have done most of my sailing there on the spring tides of summer evenings when the river has been in full flood and Weston, from the bay, has looked as beautiful as anywhere in the world. These sails would always be followed by a noggin from the inexhaustible supply kept below the foredeck and, very often, an excellent meal in one of the local restaurants. Sadly, several of my crew-mates from over the years have died, but more happily there is no shortage of volunteers to help me enjoy the pleasures which that type of sailing has to offer. My other eccentricity has been the equipping of the boat; she has paddles as well as oars and a Seagull outboard, all of which have proved their worth when trying to get home to the mooring against a foul wind and an outgoing tide where the rise and fall is the second largest in the world and the ebb tide is rather like a bath when the plug has been removed.

Those happy months of April to July over all the years since 1965 have been preceded by varying degrees of repair and refurbishment each winter from (usually) some rubbing down and revarnishing to, on three occasions during those years, a complete strip with as much revarnishing as time permitted. De-launching in July is followed by minor "tarting-up" before the tow down to Portscatho. Here, with a small harbour and a prevailing off-shore wind, conditions for the Day Boat are nearly perfect and 'Fandango' has come to be regarded with genuine affection by the locals; "we know 'tis summer when we do see the day boat anchored off" they say and I am known among the

boating fraternity as "Captain Day Boat", derived from my use of a yachting cap as the best means of keeping the sun from my bald head and excessively large nose.

'Fandango' has a mooring in the harbour in case it blows up but normally she lies to two anchors, chain and rope in "the pit" below low-water springs so that I am not tide-bound. There have been numerous occasions over the years when, caught by a sudden storm, there has been a hairy paddle through heavy seas from anchorage to the safety of the harbour. With a rubber dinghy as tender I can come and go freely and I am normally aboard between seven and eight in the morning to clean her up with sponge and chamois leather and generally prepare her for the day's activities. These will normally consist of pottering about the beautiful bay as the spirit moves and as crews present themselves (there is no shortage of these!) and/or chugging with the Seagull if there is no wind.

I always enter the local regatta if this is being held whilst I am there; because of her rating this usually means sailing 'Fandango' outside her class with boats like National, Enterprises, Albacores, etc., against which she always makes a very good showing, particularly on a close reach in a strongish breeze when the competition is spending most of its time capsized. Mostly it is a case of just joining in to put another sail on the skyline but there was one celebrated year sometime ago when I was enjoying a recuperative drink after the racing in the 'Plume of Feathers' and was called out because they had found that, on adjusted handicap, 'Fandango' had won her class! No-one was more surprised than her skipper.

Sometimes when an easterly is forecast and the bay would be exposed, I sail her round to the Percuil River to a safe anchorage and some interesting sailing around St. Mawes. One year, on the return trip to Portscatho before wind and sea had returned to adequate tranquillity, I jibed off St. Anthony Lighthouse. was caught by a squall and a quartering sea and was rolled gently onto my side. 'Fandango' righted readily, but I had never done a buoyancy test (only a bloody fool can capsize a Day Boat I had always said) and she was floating below the keel housing. It was early in the morning and there followed an anxious wait until a fishing boat spotted the waving bucket (the flares had washed away!) and towed us to the beach at St. Mawes where an abashed skipper and his shaken crew restored dignity to the forlorn 'Fandango'. The voyage back to Portscatho was resumed and that evening the bloody fool of a skipper had an expensive time in the local. That winter there was a complete reassessment of the buoyancy and 'Fandango' now has, amongst others, a large bow buoyancy bag retained in place by a most useful shelf which gives excellent stowage for all of my supplies including and especially the bar.

Last year 'Fandango' leaked rather badly and this has been traced to some cracked ribs. The decision was accordingly made to give her a fairly major overhaul and the local shipwright, Brian Cumby, has undertaken to provide the necessary TLC. This is including the provision of doublers for the cracked ribs, regalvanising the plate and a thorough rubbing down and varnishing inside and out.

Hopefully this will see 'Fandango' right for as many years as I am spared to enjoy the delights of Day Boat sailing; I just hope all of my fellow owners get as much pleasure from their boats as I do.

Brian Fish.
DB 351 'Fandango'.

Just Another Day Out.

A whole day's voyage had been promised to Heather. No reaching to and fro across the pond, then wondering what to do next. The opportunity had now arrived to actually go somewhere.

We set sail.

With high water expected 0945 hrs BST at Oldbury Pill the plan had been to depart Thornbury Sailing Club 0900 hrs for a day trip down channel in 'Picotée' DB 383. In the event, what with watching a hot air balloon abort its landing at Keynsham Cricket Club and playing with Heather's dog, it was 1000 hrs (or thereabouts) as we slipped the mooring.

Nick was messing with his boat as I told him to expect me back on the evening tide. "So what?" he said. "I won't be back." Obviously he would be off. I did tell somebody, though, for people were camping for Club Week.

The sail training session was already in progress on the water, and we sailed through and downstream on a faint easterly. We knew the wind would pick up and give us a good day's sail, for hadn't Marinecall forecast east to south-east force 3-4.

Steadily we drew towards the Severn Bridge and with barely disguised glee noticed that westbound traffic was stopped. We were not suffering the frustrations of being at the mercy of others in front, behind, aside; not knowing how long was the queue or what was at the other end. And to think 'owning a car gives one independence'. Our independence was to be carried onward on the strengthening stream and under the bridge. This was Heather's first trip through these waters so I had warned her against expecting such as in the West Indies.

For those of you not 'fortunate' to sail in the Lower Severn/Bristol Channel waters, imagine great plates of sloppy mud colliding and folding under each other, forming whirlpools, kicking at centreplate and rudder. Yes! you've got it! That's the water from the Severn Bridge, past Chepstow Yacht Club and through the Shoots, and today was calm.

The wind did pick up to about force 2-3 giving us a comfortable beam reach past Avonmouth and a run down to Clevedon.

Ladye Bay, bacon and eggs.

At about a mile off Clevedon a decision was made to make for Ladye Bay. But I had it wrong, for with the wind faltering and the mainstream running at about 3½ knots the grapnel was lowered 250 yards down the coast among the rocks at 1330 hrs. Would we have enough water as the tide fell? I threw the CQR as far seawards as I could from the stern 'just in case'. With low water forecast for 1555 hrs we settled down to FOOD.

Bacon and Eggs, crusty loaf and real butter - none of that easy-to-spread marge stuff - and a brew-up. Of course I had brought the wrong bacon, but blowed if I was going to make a spectacle of myself in Tesco's tossing and turning the bacon packs like hens scratching in the yard. I shoved my hand through the hens, grabbed a pack, and was off while they were still clucking. Let's face it, all bacon looks the same when it's shrivelled in the pan, and it all went down as it should do when out in fresh air.

Two rashers sizzling, haven't finished what's on my plate, when bump, ever so gently. We were settling on a rock, but in that water everything is invisible until actually above the surface. Quick! Fingers crossed. Clear my plate. Bump! Frying pan now smoking. Frizzled rashers onto fresh crusty. Pan into water to cool. Stove turned off. Paddle over side to gauge rock. Okay, I can stand on it to shove off.

This shoving off took several attempts. Sufficient water was still available so that we could move inshore by slackening the seaward line to release the grapnel. From then on it was pull out on one anchor, throw the other out further, pull out and so on until we were well clear.

We finished the brew and cleared away, and as it was now low tide decided to set out for home.

What was puzzling was the lack of people on the shore, especially with such gorgeous weather and it being holiday time.

Ah! No! that last bacon and crusty had not been forgotten. I ate them while throwing the anchor. Suppose I had thrown the bacon and eaten the anchor. What then?

Denny Island and Goram.

The wind picked up again, from the north east, so we decided to sail north to look at the sand cliffs of Middle Ground, now exposed at low water. I reasoned on four hours to reach the mooring at 2000 hrs, two hours before high water at Oldbury. This, I thought, would be comfortable as sunset was at 2112 hrs. Also, had the wind not now arrived?

Leaving Welsh Hook buoy to starboard we tacked away from the sandbanks to start beating back toward King Road. I posed the question of what to do should we be swept onto a sand bar by the rising tide, never realising that fate was being tempted. Now we were making such good time and the wind easterly it seemed a good idea to reach close to Denny Island, out of curiosity. Why didn't I keep up to windward? I don't know.

Once again for those unfortunates not in the West Country, Denny Island lies two miles north of Portishead and two and a half miles west by north west of Avonmouth. (Admiralty chart 1176). It is a lump of rock, exposed at high water, and inhabited by squawking feathered things.

Well, fate had been tempted. The wind stopped, the tide did not. We were swept past the island and around to the north side, a rushing sound heralding the fast approaching southern edge of Bedwin Sand. The CQR was dropped as we touched and we fell to a taut line. A foaming edge of water was racing away northward, faster than a galloping horse.

There were two choices. The water was deepening quickly - at least one foot in five minutes - so I could stay there until there was sufficient depth to eventually be swept over Bedwin Sands and hopefully back to the Shoots. Of course the anchor warp would have to be paid out further as the depth increased, and possibly severed in order to get free. Or I could hope that the wind would return in sufficient strength to enable a sail out. It was frustrating to see cruisers still sailing along the Portishead shore. Surely they weren't all motorsailing.

While waiting I told Heather the story of how this lump of rock called Denny Island came into being.

The Story of Goram (abridged).

Many, many years ago there lived, just to the north of what is now the centre of Bristol, two brothers, Goram and Vincent. They worked together, played together, and generally did everything together. But one day they quarrelled. Why is too long a story to tell here. Goram flew into a rage and struck Vincent such a blow with his pick that his brother lay dead. Goram was now terribly grieved and decided to build a memorial.

It was to be so immense and wonderful that it would last for ever; that folk would come many miles to view its beauty and splendour.

With great industry he set to with pick and shovel and dug a vast ditch to the waters off what is now Avonmouth. We call this ditch the Avon Gorge. The spoil from this excavation was thrown over his shoulder and formed the Mendip Hills. A speck struck up from Goram's vigorously wielded pick fell into the waters off Avonmouth and is known today as Denny Island.

A tall story? Well, Goram and his brother were giants....and if you should visit Blaise, near Henbury, north of Bristol, you can read all about them (and see Goram's footprint - Ed.).

After fifteen minutes, or so, the wind returned from the north east, so we sailed towards the anchor until tension was eased sufficiently to aid recovery, and a course was set to take us eastaways towards Avonmouth. Again fate played its hand for no sooner did the sails fill and the hull

chuckled than the wind failed, and once again we were being taken by the tide to the now distant sand bank.

It was out with the oars, and with Heather generally steering towards Avonmouth I rowed. My aim was to get far enough eastwards that even though we were being swept towards the sandbank we would still clear the edge.

We just made it around the edge of the exposed sand, the wind came from the north east, and we headed back up the Shoots.

The End of the Day.

We were making good time as we fore-reached through the Shoots and into the whirlpools under the Severn Bridge. With the sun now low in the sky the water looked vile. The traffic on the bridge in the Chepstow lane was going nowhere. Had they been there all day? At least their arms and back would not be tired after rowing home.

Scooting under the bridge a course was set under a northerly force 2 to cross the 'lake' and home, perhaps to arrive a little later than planned. However, the wind had the last laugh by leaving us for ever. What had happened to the forecast 3-4, east to south-east?

Hoping for miracles we drifted upstream until it became more than obvious that once again the oars were to be bent. Heather steered for the Oldbury bank while I rowed desperately to reach it before we were in the power station reservoir. We just made the bank in time, and as the sun disappeared started the long row down to Oldbury Pill against the tide. The Universities Eights should do this in their training. Let them try pulling through the sewer outfall.

Into the Pill at last and up to the floating jetty. Heather and gear ashore, pick up tender, out to mooring and back. 2130 hrs.

Words of advice now followed from Marion on the advantages of carrying a Seagull, and even more words when I said 'it's at the back of the garage.' I promised to seriously consider its use in future.

That was that. It had been a long and hot day. We both had red noses, and we had returned safe and sound.

Ronald Purnell.
DB 353 Picotée.

This year has seen the arrival of several new boats on the Dayboat scene. 'Pour courager les autres', here are two accounts of the joys and pitfalls of making a Dayboat, and also a story of an unusual end to one Dayboat's sailing career.

Firstly, beginnings. Anyone who has spent the last winter or so building a Dayboat will no doubt recognise many parts of the following two accounts; those yet to take up screwdriver and epoxy may learn something; and those with no intention of doing anything so complicated can indulge in a spot of sadism.

Build Yourself A Dayboat.

Although the new style all GRP boats are proving popular there really is no substitute for the appearance of well varnished wood which with care can be kept in pristine condition year after year. Very few of us have the ability or the time to go for an all wood hull and the answer is a composite boat. I built my boat in 1989 and thought it might be helpful to identify some of the questions which a project like this throws up, and to suggest some of the possible answers with some hints and tips to ensure that a good standard can be achieved by someone without specialist skills. Hopefully my comments will give confidence to someone wondering if he dare have a go and be of real help to someone already committed. What follows however is not a set of definitive instructions for building a Dayboat.

There are two main ingredients: a GRP hull and some pieces of wood. The mould is held by Ian Porter of Porter Brothers at Emsworth. The standard hull does not have any keel infill, inwales etc. bonded in, but if required this type of non-standard item can be installed during moulding by arrangement.

On taking delivery of the hull you will find it hard to believe that something so flexible and lively on your trailer could ever become a boat capable of taking you safely round the cans in a force 5. Take several stout battens for strongbacks to stop the beam flexing and include enough rope to tie through the plate slot to prevent fore and aft movement. Also take a jar and get Porter Bros to give you some gelcoat for patching to the correct colour.

Because of the flexibility it is essential to get the hull properly set up in the workshop. By that I mean not only must it be correctly positioned by reference to the base line (see Class Rules) but it must be held sufficiently firm to withstand knocks and nudges and the type of pressure which might be exerted in the early stages, for example when straining the inwales into position. Also the time will come when you will have to get inside the hull before it has become completely stiff. In the early stages it is advisable to put a scaffold board across the hull just clear of the sheerline and supported on two pairs of steps. This will take most of your weight except for a foot placed either side of the plate box and will prevent the creation of any forces which may upset the symmetry of the hull.

The keel is set up by reference to the base line which is also the datum point for the sheerline height. The height of the base line has to be transferred laterally at the four station points (see plans) to ensure that the sheerline is accurately marked on the hull. Precision must be the keynote as tolerances can be used up very quickly. Furthermore when your boat is measured it will probably be inverted and although in theory this

should not make any difference it is another reason for accuracy on your part.

The design of your support will no doubt depend on what materials you have or can scrounge, but you will need to decide on working height. For example, if you have a level floor you may use this as a base line and set up the keel profile straight off it. This will, however, result in a rather low working height, convenient for getting in and out of the boat but a bit low when working on the gunwales, decking, and fitting the rudder.

It is, of course, important that there is 'the same amount of boat' on each side of a line between the centre of the transom and the stem. This can be checked by placing notched pieces of, say, 2 x 1 across the beam at the station points; thereby checking the beam measurements and with pins at their centres, giving an accurate check to symmetry at the same time.

Well, having got the hull set up, how about some wood to put in it? This is where the cutting list has to be prepared. Study the plans and decide how you are going to design the layout, e.g. do you want to case in the plate box, do you want floorboards and if so, curved or flat, are you going to join the side decks to the main deck by an angle or a curve? The Class Rules are not very demanding, and a lot of what you do will depend on Personal Inclination and Skilfull Ability; something I will refer to later as the PISA factor.

There is, however, a basic framework adopted for all dinghies of this size, and you will get the idea from the plans. Here are a few suggestions for timber sizes. Remember that GRP shells have tended to get lighter in recent years and it is a mistake to worry about weight and cut down on sizes:

Gunwales	1" x 3/4"	over 3/4" and steaming might be necessary to bend the wood around the sharpest point of the bow about 2' back from the stem. Plant on an extra thickness if you want a larger overhang.
Inwales	1 1/2" x 3/4"	
Carlins	7/8" x 7/8"	
Stringers	1 3/8" x 7/8"	
King Plank Top	4 1/2" x 1/2"	Could be in contrasting wood.
King Plank Underside	6" x 5/8"	
Mast Supports	3" x 3/4"	2 off.
Beam	4" x 3/4"	3 off.
Centre Thwart	Width to choice.	Max. 10" x 7/8"
Rear Thwart	Width to choice.	
Cover Fillet (carlins)	1 1/2" x 3/8"	
Cover Fillet (main beam)	4" x 3/8"	
Bilge Keels	1" x 1"	2 off.
Plywood 6mm.	8' x 4'	3 off

In addition, wood will be required, according to design, for plate box, transom, breast hook, keel infil, water break, sundry fillets, and depending on the PISA factor, contrasting wood, say oak or ramin, to provide decorative stringing on the deck.

All this is glued together with epoxy resin, e.g. Spacote SP320 from S.P. Systems or a similar product from Wessex.

Spacote is very convenient to use as it is an all purpose resin and can be used for clear coating, laminating, bonding and fairing. The use of epoxy resin in this way is known as the West system.

When you purchase the resin you will get instructions on its use, but the following may help:

1. Resin goes off very quickly and suddenly so do not mix up more than you can use at one go as it is very expensive.
2. Accurate and complete mixing is essential.
3. When using fillers for bonding and fairing, make sure that the mix is stiff enough to stay in position while it is going off.
4. Clean all surfaces with acetone or solvent, but only a quick wipe on the inside of the shell as a strong solvent can soften the GRP.
5. Thoroughly abrade all surfaces, particularly the GRP, using 60 or 40 grit paper.
6. Clear coat all wood prior to bonding to GRP.
7. The underside of the deck ply, the framework and other 'hidden' areas should be clear coated prior to fixing. This will give many years protection without too much difficulty. Thwarts and bulkheads can also be treated unless you want to apply the eventual coats of varnish to bare wood.
8. When bonding along the sheerline protect the outside of the hull from drips and runs.

With regard to tools, nothing special is required. Most people have an electric drill, but even this is not a necessity. An electric jigsaw, however, should be regarded as essential. If you have an electric plane you will find there is very little chance to use it. It can facilitate trimming the gunwales and the king plank, but these tools are surprisingly powerful and can gouge lumps out of the decking unless great control is exercised.

Hand tools should include 12" and small smoothing planes, a set of chisels, medium and small fine-toothed tenon saws, straight and curved spokeshaves, screwdrivers, hammer and plumb bob. To be fully effective all cutting tools must be kept at maximum sharpness.

You will also need all the 'G' clamps you can scrounge; twenty will not be too many when fixing the inwales. Even if you have a bench and vice a Black and Decker Workmate will be a great asset, particularly as it is mobile; borrow a second one when you come to cut the deck ply.

Well, there you are: one hull on its jig and a pile of wood in assorted sizes. Where do you start? There is no particular order but if you remember that you want to get some stiffness into the hull as soon as possible you will find it best to start with the inwales. Before they can be fixed the sheerline height above base line will have to be checked. Some people who have built their own Dayboats will tell you that no trimming was done, others have cut off about 2". The importance of checking the measurement followed by several re-checks and making sure that both halves balance cannot be over-emphasised. Do not be surprised if you find yourself cutting off 1/2" - 3/4" in the bow section, say between the stem and M2, running

away to zero at the transom. Clamp the inwales in position, check the beam measurements at the four stations and that the hull is symmetrical and bond in the inwales level with your sheerline. You will find that some relieving cuts on the inside in the region of M2 will help positioning without upsetting the beam measurement at M1 and M2. The aim must be to achieve a gentle curve: too much pressure in one place will result in an 'angle' rather than a curve. This effect will get magnified when the gunwales are fixed.

The two thwarts should be in next. You will have decided their width, but before they are fixed you should shape the bulkheads unless you are intending to stiffen the hull by another method.

First of all cut the thwarts to length, position them dry and bond in small bearers at each end. This will enable them to be removed while retaining the correct position.

For the bulkheads you may use 6mm. ply. In view of the potential weight problem (too light, not too heavy) I think you should consider 10mm. ply or two thicknesses of 6mm. bonded together.

If you do not wish to have a plywood bulkhead under the mast step a rib can be formed from a softwood batten about 1 1/2" x 3/4", chamfered on the top and with sufficient relieving cuts to spring it into shape round the hull. When it is held in position with pinch rods, weights etc., glass in small sections. Then when set remove the pinch rods etc. and glass in the whole length. The advantage of this method is that there is more space in the bow area, but you must form your own opinion of the relative structural strength of the two methods.

As shaping in a clinker hull is not easy for the non-professional, you should get a rough shape in cardboard, apply that to hardboard to produce an accurate template, and then cut your ply. Not only is hardboard cheaper than marine ply, you do not want to have to buy another 8' x 4' sheet if you get one small piece wrong.

The thwarts can be bonded in and if you put some small pieces of beading along the centre line on the underside first it will help to position the bulkheads when fitted. If required, fairleads can be put into the centre thwart bulkhead before fixing. Some work will also have to be done at this time to the plate box, but the detail will depend on your design at this point.

Once the thwarts are in position you will find that though the hull is not completely stiff, the dimensions of the beam and sheerline height are fixed, and it is no good worrying about them any more; you can get on with the deck framework. This is built to the overall principle shown on the plans, and subject to complying with the Class Rules, the PISA factor comes into its own, particularly with regard to your treatment of the junction between the side and main decks.

It is at this point you may be checking measurements by reference to the stem. The plans describe a boat which, when properly set up in relation to the base line, will have a vertical stem. The Association's mould produces

a shell having a slightly sloping stem and you should ask your measurer if he will be measuring from a vertical taken through the top or the bottom. This may be relevant when fixing the position of the main beam and the plate bolt. All these measurements must be taken parallel to the base line using the plumb bob. The bolt position is defined very precisely by the Class Rules; the dilemma is to get the position right whilst ensuring that there is room to get the plate fully retracted. It is essential to have a hardboard plate or at least half of one. If you have a full sized template you will have to wait until the boat can be turned on its side, but by removing the keel support at M3 you will be able to use a half or a third template to position the bolt hole while the boat is still on its jig. It will also be possible to ensure (by measurement) that there is enough space in the box fully to retract the plate. The Class Rules do not define the length of the arm on the plate, and you may find that the mast support must be moved forward from the plan position to make room for this arm and any lifting tackle. This is another reason for positioning the plate bolt sooner rather than later. When drilling through the plate case, start with a pilot hole of 1/8" or 3/16" and be sure that you are drilling horizontally and at right angles to the centre line of the box. One further suggestion: although I did not find it necessary you might be able to make life a bit easier if you can delay bonding in the centre thwart. This will give you a much better access to the slot, thereby allowing a much larger, if not full-sized, template to be used.

When the framework for the deck has been completed the ply can be cut. Again, a hardboard template will help to cut the shape for both sides of the main deck with a minimum of waste. It will also help to check the alignment and curvature of the framing.

Edges of the ply to be covered either by the gunwales or the cover fillets must be carefully planed flush, using first the 12" plane and finishing with a fine set smoothing plane to protect the edge of the veneer. The fillets can be glued on, but the gunwales, because of the curve of the sheerline, will have to be screwed as well.

A lot of pressure is needed to bend the gunwales around the sharpest point of the curve, as already mentioned, and it should not be attempted with a thickness greater than 3/4". If you are proposing to cover the screw heads with plugs the counter bores at the point of maximum bend should not be cut until the gunwale is fixed into position. They can then be done one at a time. If you prefer to remove the screws after the resin has gone off do not put too much around the screws or they will be permanently fixed.

When fixing cover fillets and gunwales against the ply they should be slightly proud of the surface so that they can be planed down flush. This calls for a delicate touch as it is easy to tilt the plane and take off some of the veneer. It helps to prevent this happening if a strip of masking tape or Sellotape is laid on the ply. If this gets scuffed up you will see you are getting a bit too close for comfort before causing any damage.

So off you go, and good luck. My thanks go to Roy Habgood (DB 608 Blue Horizon) for reading my original draft and suggesting some amendments and additions.

Good building and good sailing, but don't forget that the slowest thing in any boat is the body holding the tiller; but that's another story!

Ken Mason (PYC)
DB 617 Frin.

And secondly.....

How Ron Blakemore and I Built the Prettiest Dayboat Afloat.

I have always thought that a wooden clinker built Dayboat, especially with varnished hull, is an extremely attractive boat. However, the attractions of the outside of the hull are negated by the difficulty of maintaining the inside, due to the inconvenience of the ribs.

Ron and I had often discussed making a glued clinker ply boat, and eventually Ron made the moulds and commenced construction. I was to use the moulds afterwards to make my hull.

The moulds were erected upside down, and the stem, hog and transom positioned. The planks were shaped and screwed together with small brass screws until the epoxy adhesive had set. Ron was able to fit one plank per evening. After planking-up the centreboard case was fitted.

Then plans changed such that I acquired the shell and completed the building.

The first step was to bolt two lengths of 2x4 timber to the garage floor to act as a base, with cross pieces at the measuring stations to support the keel at the appropriate heights. The shell at this stage is somewhat wobbly so braces were positioned. This was a tedious procedure involving much work with spirit level, tape measure and the official drawings from Sue Thornton-Grimes. It made my head rather tired.

At this point I spent hours agonising over the internal layout. I particularly wanted it to be suitable for cruising and so decided upon a rear deck with bulkhead and locker for storage. My experience with stowage compartments is that they are seldom airtight so a buoyancy bag lives in there.

A second bulkhead is fitted forward of the maststep support with more bags inside, and built-in buoyancy is provided beneath the side benches to help stiffen the hull.

The boat became stiffer when the inwales were fitted. Deck beams were shaped as per the drawings and notched into the inwales and a samson post of heroic proportions was made from an old fence post, morticed into the hog.

Considerable spiling work was necessary to fit the bulkheads to the shell, although I subsequently learned that the epoxy paste fillets will satisfactorily hide a multitude of sins.

The king plank was the last part to be fitted before decking commenced. The rear deck is curved below the tiller port so the geometry is complex and the ply tortured as the deck is convex at the bulkhead and concave at the transom. This part of the construction was very tricky and required much clamping and propping and wedging and huffing and puffing and strong language.

The fore and side decks were relatively straightforward, but the rubbing strips of mahogany were difficult to bend. In future I would use steam or a different timber.

The Thornbury Dayboaters' Annual Dinner intervened at this point, and a lady mentioned that it was necessary to build in a piece of rowan to keep away the witches. I would rather not have known, but the following day I pruned our mountain ash and plugged a couple of screw holes with the timber (seasoned rapidly on a radiator). I am pleased to say that this course of action has proved entirely satisfactory and no witches have been seen to date. Perhaps the drawings should be modified to include this feature.

After considerable sanding the timber was sealed with epoxy. Clear epoxy systems are extremely susceptible to ultra violet attack so a two pack polyurethane varnish with UV inhibitor was applied. This has proved very good with no deterioration to date on the outside surfaces of the hull or the mast.

Have you ever tried to establish a waterline on a clinker hull? It is an astonishing exercise in planar geometry. We resorted to setting the boat upside down on the lawn, and sighting along two lines set parallel to the intersect of the waterline with the stem and transom. Two rolls of drafting tape were used.

The remaining equipment was obtained from a variety of sources. Sails and centreboard came from the Club jumble sale and the mast was supplied by Ron.

The boat is named 'Lucia' and was launched in the middle of last season. The Owner's Wife officiated but had to leave part way through the afternoon due to a surfeit of champagne and consequential behaviour inappropriate to the seriousness of the occasion.

We have been delighted with the boat. She has given us much pleasure despite the incident of the mast falling down. This was due to the incompetence of the Owner and may be the subject of a future article.

Rex Riddington. (TSC)
DB 616 'Lucia'.

....and an end.....

A Dayboat in a Museum.

I bought Dayboat 'Aderyn' (DB 107) from my friend Dr. Peter Harry who was her original owner and had her built in Appledore. I had a National Enterprise E 836 that I built from a kit and had a lot of fun with and

sailed with my wife and three boys - I frightened the life out of my wife and older two boys. Then I moved from the hills above Bridgend to Swansea: my wife said she would like a boat that she could stand up and walk about in, and ever obedient, I bought 'Aderyn' from Dr. P. Harry, who went on to 18ft Internationals and won several of the National Championships with his boat. He subsequently went on to a boat with "a roof on her" and went foreign and kept her in the Marina at the New Club there - formerly both boats were at Mumbles. 'Aderyn' was one of two Dayboats in the Mumbles Yacht Club - the other belonged to young J. David, whose brother was Merlin Rocket champion, and he was quite venturesome, being young, and sailed his Dayboat around the Gower peninsula - myself, being relatively old, keot to Swansea Bay; I never raced her - there was no point. Eventually the garboard strakes became shaky and I brought her into the garden: after some years a policeman bought her for £100 and regretfully I saw her go.

I go to the Maritime Museum occasionally and was delighted to see her there, together with my grandfather's ship (Brig Resolva) and my uncle's barque (Carnedd Llewellyn) - both the last two being in bottles.

I don't know how she got there but her policeman owner had added a few refinements like a brass pump - the Museum had done her up nicely and painted the inside a fetching duck egg blue and had washed the sails and hoisted them - there was unfortunately a length of cod-line holding down the foresail tack - since I still felt proprietary interest in the boat, I suggested to their rigger that the strop I formerly had there ought to be replaced - I found a shackle didn't serve as well going to windward - he didn't do it so I had a beautiful strop made of stainless steel (cost £2.50) and they fitted it for me. The name on the transom had been repainted in bold traffic police-size letters - did they want to know who they were after? I thought this a trifle vulgar.

Eventually I felt that I could stop nagging them and they invited me to be a member of their maritime project (the Museum, that is): I was now of an age that I felt I should be in the Museum myself - but preferably not in a bottle. There must be a moral somewhere!

Gwyn James. (Supt.-Cdr. RNR (retd.))
Ex-DB 107 'Aderyn'.

Secretary's Supplement.

Secretary's Snippets

My experience of Dayboaters actually reading what they are sent prompts me first of all to wonder whether anyone would actually notice if I just sent the Editor the same report as last year... but I am sure someone somewhere would, so I won't. The first paragraph of my musings for DB News in 1989, however, indicated that it had been a "very busy year, with much changing of boats, buying of new ones and an increased interest in the class all round". This statement alone can equally well be applied to the happenings in the Class since this time last year.

Since the autumn of 1989, seventeen new YW Dayboats have been produced from the Association mould by Porter Brothers, the majority of them with a modified GRP deck as well. This is the largest number of boats built in such a short period in the history of the Class, and must bode well for the future of the boat. The approach of the National Championships at Poole this year just could have something to do with this upsurge in numbers, but outside interest in the Class is increasing, and the variety of options offered now has to be enticing to a wide range of experienced sailors and novices alike.

Two of these new boats were on the water at the end of March, when Jim McGregor and Eddie McTiffen flew the Dayboat Flag at Draycote Water on behalf of the Association in the Silver Salver Invitation Pursuit Race. Though Eddie had to retire, Jim eventually finished 20th of around 120 boats; well done and thanks to both of them for taking part.

Sailboat 90 at Crystal Palace had a right royal tinge with the visit by Princess Anne to the Exhibition on the Saturday. By all accounts, she only had eyes for Roger Maund and All White Now (DB 615) in Hall 1, and all is revealed elsewhere in this issue of Dayboat News. Our thanks must go to Roger and to Martin Boobyer, who organised the stand for us this year, together with those members of Gravesend, Thornbury and Poole Clubs who helped man it during a very busy two days.

Looking ahead, we are hoping that Dayboat Week in Poole will beat all previous records: 67 starters set sail in the Championships there in 1976 and we are hoping to equal if not surpass this turnout. Whatever the outcome, whatever the numbers, we feel sure that all participants will have a very enjoyable week both on and off the water. Arrangements are already in hand for Dayboat Weeks over the next four years, and venues and approximate dates will be announced fairly soon. The new Handbook should also be available this summer, thanks to some long hours and very hard work put in by Association member Roger Prew. Approaches have been made to allow our plans to be available in the USA, so we could see more YWDB joining the two or three we already have there.

The Class, then, is in good shape. The boat can be enjoyed at all levels, from purely pottering to psyched-up frenzy, for quiet cruising and hairy hurtles. If the ancient art of Chinese horoscopes were to be applied to the birth of the Yachting World Dayboat in 1949, it would be found that this was the Year of the Buffalo, involving the twin signs of equilibrium

(Secretary's Supplement)

and endurance ... with its beamy design and long-life GRP, perhaps the destiny of the Yachting World Dayboat really is written in the stars as very much a Class of the future.

Thank you to all those who give up so willingly of their time to ensure that the Dayboat can go forward as a viable Class; without them we couldn't dare to hope that the Dayboat would still be around in the years ahead.

Sue Thornton-Grimes.

DAYBOAT OPEN MEETING

POOLE YACHT CLUB - 2nd/3rd September 1989

Unlike other occasions in Poole, the wind was reluctant to appear for a large proportion of the weekend, though some people still managed to find what there was of it and get round the course within the time limit. Gerald and Lesley Philbrick turned in a more-than-convincing performance by winning each of the four races, though they were subsequently protested out of the first one by a young member of the fleet. The new National Champions, Tony and Barbara Bowden from Thornbury were just beaten into second place by David Williams, while he who seems to use his pipe smoke to put wind in his sails when there isn't any elsewhere, Richard Cake, came in one point behind them in fourth.

An excellent entry of 44 boats included 10 visitors from Thornbury, Tamar and Gravesend, whom we were delighted to be able to accommodate for the weekend. Supper on Saturday night saw everyone mixing and swapping tales, promising great things for the next day's performance and generally spreading that spirit of Dayboating that now pervades the various Clubs.

Despite the lack of wind, a good weekend was had by all, and we look forward to the next one here in 1991.

Sue Thornton-Grimes
Class Captain, PYC Dayboat Fleet

RESULTS

1)	599	Daytripper	Gerald and Lesley Philbrick	PYC
2)	600	Huggy Bare	David Williams & Simon Philbrick	PYC
3)	494	Pluto	Tony and Barbara Bowden	TSC
4)	583	Instant Sunshine	Richard and Caroline Cake	PYC
5)	615	All White Now	Roger and Joy Maund	PYC
6)	601	Johdie	Eddie Hind & Hilary Newbery	PYC

(Secretary's Supplement)

MINUTES of the Thirty-Fourth Annual General Meeting of the
YW 14' Dayboat Association held at Tamar River Sailing
Club, St Budeaux, Devon on Tuesday 25th July at 15.00.

THOSE PRESENT: Officers, Committee and approximately thirty Association Members.

APOLOGIES: received from Richard Cake, David and Joan Bennett, John Clement, Howard Clayton, Ron Purnell, Peter Smith, Hugh Small, Ray Dixon, Janet Warren, Tony and Jane Ryan, Mr & Mrs J Twyman and Penny, Mac & Jenny Sims, Murray Glenister

1) The Chairman welcomed everyone to the meeting, and expressed his thanks to Tamar River Sailing Club for hosting our Dayboat Week and making us all feel so welcome.

2) As the Minutes of the 33rd Annual General Meeting held in 1988 at Salcombe had been circulated with Dayboat News, these were taken as read and approved.

3) Matters arising: buoyancy.

This had been discussed fully by the Committee, where it was felt that no further action was necessary, other than an article dealing with this subject to appear in Dayboat News. Members were reminded that the recommended buoyancy was a minimum level, and that bags must be very securely fixed into the boat.

4) Treasurer's Report: details of financial matters had appeared in Dayboat News, and he had nothing further to add, except for a query on the mould levy, to be discussed later in the meeting. He indicated a balance of £198 in the current account and £3036 in the deposit account, from which £400 would shortly be withdrawn to pay for DB News and postage.

All those present voted to adopt the Treasurer's Balance Sheet, and he was thanked by the Chairman for all his hard work in keeping the Association accounts in such good order.

5) Level of subscription and mould levy in 1990.

Considerable discussion ensued as to the need to keep the finances of the Association in a viable state to enable any further developments required to be funded, the mould replaced when necessary, handbooks and publicity material for the Association to be produced, etc. While some members felt that those who did not get as much use from the Association as others would not continue their membership if subscriptions continued to rise each year, it was generally felt that with the rising costs of postage, printing etc., a realistic subscription should be charged to cover the cost of communicating with members three times a year, taking part in Sailboat at Crystal Palace, covering administration costs and so forth.

(Secretary's Supplement)

The following proposals were then made and carried by the meeting.

Subscriptions: Dave Warren proposed and Rod Brown seconded that membership fees be increased to £6 in 1990, with a recommendation that these could be increased to £8 in 1991 and £10 in 1992; proposal carried.

Mould levy: it was proposed that the levy for the use of the mould to produce a fibreglass hull be increased from £75 to £100 as from 1st January; proposal carried.

Cadet membership: this should remain unchanged at 50p to encourage young sailors.

Registration fee for a new sail number should be increased from 50p to £5; proposed by David Williams, seconded by Gerry Philbrick and carried. All the above changes were to take effect from 1st January 1990.

- 6) Secretary's Report: the Secretary gave a very brief report of various events that had occurred during the year in which the Association had been involved, including Sailboat 89, the Calshot Boat Show and the Class Associations Forum in London.

She indicated the need to look forward with the Association, while at the same time retaining the best traditions of the Association. Thanks were expressed to all those on the Committee, in various Clubs and throughout the Association who had once again given up a great deal of time during the year to ensure the continuation of the Association.

The Chairman expressed his thanks to the Secretary for all her work during the year in the administration of the Association's affairs.

- 7) Proposed amendment to Rule 17 (circulated with Agenda):
The proposal was read out and some discussion followed; it was agreed that the date when a boat was built should be the deciding factor for its age. With the inclusion of postal votes, the proposal was carried by 22 to 18, 4 people abstaining.
- 8) Proposed amendment to Rule 6 (circulated with Agenda):
The proposal was again read out to the meeting and discussed in full. It was proposed by Chris Steer, seconded by Roy Turner, that the protective strip should be fitted to the "edge" rather than the "tip". With this change, the amendment was carried by 17 to 14, 7 abstentions.

(Secretary's Supplement)

9) Election of Officers and Committee for 1989/1990:

The following were duly elected:

Chairman: Barry Leat

Vice-Chairman: Dave Warren

Secretary: Sue Thornton-Grimes

Treasurer: Peter Mason

Committee: John Barton, Martin Boobyer, Eddie Hind, Ron Lovett,
Roger Maund, Tim Parkinson, Gerry Philbrick, Chris Steer
Jane Bradshaw was asked to continue with Dayboat News and Andrew Barr
as Technical Adviser, both to be ex-officio members of the Committee.

10) Two items had been notified to the Secretary prior to the meeting:

- 1) A proposal that a further race should be added to Dayboat Week to make a total of 6 points races, to give a better result overall. After some discussion, the proposal was defeated.
- 11) A proposed alternative rudder blade was shown to the meeting: a straight rudder shape that would be easier and cheaper to make and could be of some benefit to less experienced sailors in more marginal conditions. It was agreed that the Committee should look into this, draw up a proposal and if necessary convene an Extraordinary General Meeting to obtain the agreement of members for a period of experimentation with the new rudder shape.

There being no further business, the meeting closed at 4.35p.m.

MINUTES of an Extraordinary General Meeting of the Y.W. 14' Dayboat
Association at Poole Yacht Club on Saturday 20th January 1990
at 3 p.m.

THOSE PRESENT: Approximately 55 members.

APOLOGIES: received from Peter Mason, Hugh Small and John Thompson

- 1) The Chairman welcomed all members to the meeting, and expressed the thanks of the Association to the Commodore and Officers of Poole Yacht Club for allowing the use of their Clubhouse for this meeting.

He emphasised that the sole purpose of the meeting was to discuss the proposal that had been drawn up concerning a new, alternative rudder shape, and that no other business would be allowed.

(Secretary's Supplement)

- 2) Roger Maund outlined the reasoning behind the proposal. There were times when the boat could be difficult to steer; a rudder of this type would not be an advantage in terms of speed, but could make the boat handle better. He had tested a prototype in varying wind strengths of 0-30.

This type would be both easier and cheaper to manufacture than the present kidney-shaped one, though it was stressed again that members could still continue to use the original type if they wished, as there was no obligation to change. It was noted that other types of racing dinghy also have vertical blades.

- 3) Discussion of this proposal followed, covering all aspects of measurement, design, period of experimentation, desirability of change etc.
- 4) A vote was then taken on a temporary amendment to Rule 6, the addition of Rule 6A and trials on the alternative rudder until the AGM 1991.

With all postal votes counted as well as those of paid-up members, the final voting was 70 in favour of the proposal and 7 against.

The wording to be incorporated into the reprint of the Rules was thus:

Rule 6 : Rudder

Temporary amendment to Rule 6 and addition of Rule 6A to apply from 20th January 1990 until AGM 1991.

Two rudder shapes are allowed (Figs. 9a and 9b).

These shall be of wood; a protective strip with a maximum cross section of $\frac{1}{2}$ " (12.5 mm) may be fitted to the edge. The rudder may be fixed or drop. The edges may be faired off.

The rudder (with the protective strip if fitted) shall conform to the Measurement Form.

Rule 6A: Marking of the rudder (Design 2)

A clearly-visible measurement band shall be painted on the rudder. The width of the band shall conform to the Measurement Form.

The distance from the lowest point of the rudder to the lower edges of the band shall be measured in accordance with the Measurement Form.

With the rudder set on the transom, the lower edge of the black band shall not be below the horizontal extension of the underside of the aft end of the keel, excluding the keel band.

The Chairman closed the meeting at 3.55p.m.

