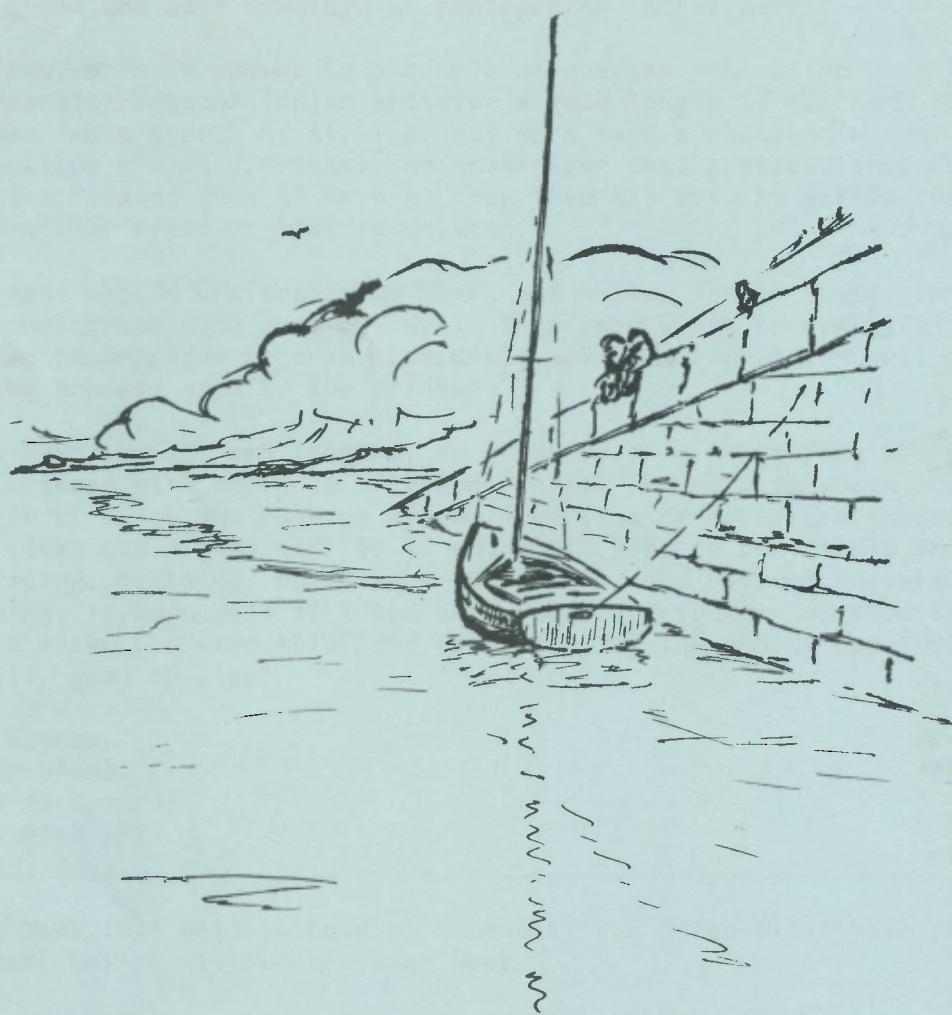


# DAYBOAT NEWS

## 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.

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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'.

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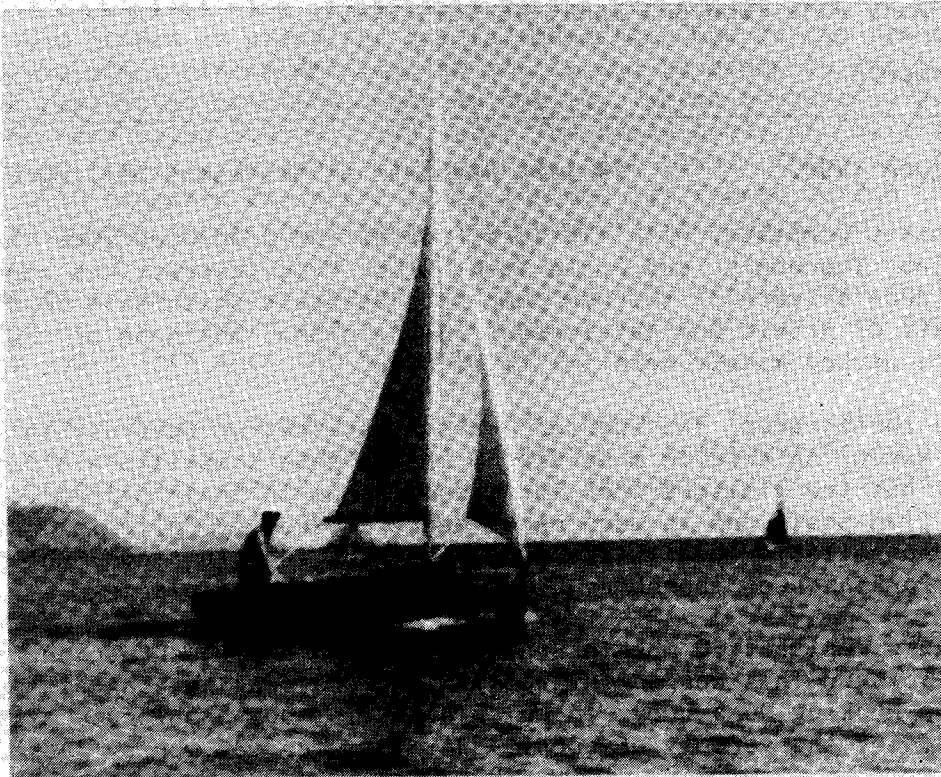
#### Thornbury Open, September 23rd and 24th, 1989.

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)