

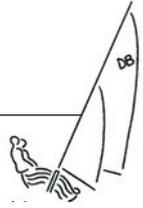
DAYBOAT NOTES

News from the Yachting World Dayboat Association

DECEMBER 2011



MERRY CHRISTMAS
AND A
HAPPY NEW YEAR



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CHAIRMAN'S NOTES

Well – that's it then. Another season over and a pretty good one too.

Open meetings were put on by Gravesend and Poole and Dayboat Week at Castle Cove in Portland was a great success. This was our first time at this excellent venue – a really good members' club, where everyone is a volunteer and gets stuck in with great enthusiasm, and there is nothing amateurish about their race management. The system there is that the five clubs in Weymouth and Portland pool their management resources for regattas; and so are able to bring the necessary resources to bear on events, which might be too big for any one club to handle. It certainly works!

Elsewhere in these Dayboat Notes you will also find a piece about the Mould Fund. You may not know it, but the Association owns the only moulds in existence from which new GRP, simulated clinker boats can be built. These moulds have produced over 60 boats so far and although they are still able to turn out high quality boats, the time will inevitably come when they will have to be replaced. We need to look to the future and start building up our funds to pay for the new moulds.

Those members who were able to come to the AGM in August, will recall that I announced that Dayboat Week next year would be hosted by Parkstone Yacht Club in Poole Harbour. This would have been another new venue and we would have been a smallish cog in someone else's gearbox. In the end, after listening carefully to the views of our members, the Association's Committee came to the conclusion that we should go back to a tried and tested destination which we know will provide the mixture of sailing, social and holiday that we have come to associate with Dayboat Week. So, I am glad to be able to tell you that Dayboat Week 2012 will be at Fishguard in Wales from 18th to 25th August. This is another really good place to sail – the water is spacious without peculiar tides, Fishguard Bay YC is another small club managed by its members and (odd how this seems to be one of the things Dayboaters regard as important) there are some really good pubs in the vicinity. More details in the New Year.

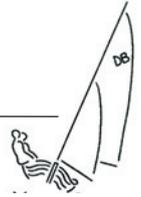
Before that, though, come and see us at Ally Pally. We will be taking a stand as usual at the Dinghy Show on 3rd and 4th March. This is always a good pre-season meeting. After a winter with your feet up by the fire, you might need a bit of re-motivating to get on with the maintenance improvements.

In the meantime, have a Happy Christmas and a Good New Year

Iain Macpherson, Doubloon, DB 614

Cover picture: Colin and Chrissy Blewitt, 2011 Champions

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ALLY PALLY on the horizon – where did the year go?



The Association will again have a stand at the RYA Volvo Dinghy Show at Alexandra Palace (March 3/4 next year) As always, volunteers to help on the stand are welcome to give the usual stalwarts an hour or two to look round the rest of the Show. This time we will be pushing the boat out and having an electricity supply so we can fix up some subtle (or not-so-subtle) lighting.

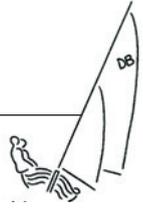
Any offers of help please call or email me. If you find yourself at the show, don't forget to call in at the stand to say Hello – even if you don't have time to spare to assist.

Bob Davis - 01794 368118 - rd@rd-associates

THE COMMITTEE

Iain Macpherson	Chairman	Bosham	01243 575652
Cass Macpherson	Secretary	Bosham	01243 575652
Bob Davis	Treasurer	Poole	01794 368118
Tim Parkinson	Webmaster	Thornbury	0117 9508033
Deb Struthers		Gravesend	01328 822066
David Cake		Poole	01202 730257
Sue Clayton		Poole	01404 376273
Kath Davis		Poole	01794 368118
Sally Hewitt		Poole	01985 214745
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



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NEWS FROM THE CLUBS

Poole YC

The changing weather pattern over the UK has been recognised at Poole. More boats are in the water early to take advantage of the early sun in April and May - now the summer - and staying in for October – the late summer. Twenty five boats took part in the Spring Series and eighteen stayed on racing to the end of October.



Poole Open meeting

Club racing continues to be well supported throughout the season but there was a definite shortage of perfect sailing evenings. Bob Clewer DB 670 De ja Vu and Ron Lovett DB 602 Eliza continue to dominate the racing but I'm sure they're now having to work harder to stay in front.

Dayboat Week at Castle Cove Sailing Club (inside Portland harbour) was supported by 13 boats from Poole which is a record in recent years for a venue away from Poole. ✓

Newcomers to the Week included Graham and Jayne Spicer in Daydreamer and Mike and Jackie Cutler in Kerfuffle. They all survived the racing and I think they are planning to be in Fishguard next year.

Nearly half of the Dayboats are not raced but are regularly used to make the most of outstanding sailing area provide within Poole harbour. If you are planning to holiday or weekend in the Poole area and would like to bring your boat please contact me to find out about using the Club facilities and slipway.

A number of winter Dayboat walks are planned to keep members in touch, if you would like to find out more or join us please give me a ring.

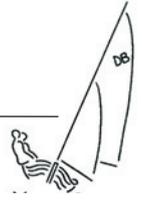
Peter Hewitt Class Captain DB669 Merlin

Thornbury SC

There is little to report from Thornbury I'm afraid. We have about 7 Dayboats on our moorings of which 2 attended Dayboat Week. We don't have enough boats to support fleet racing anymore, but the DB handicap figure of 1200 works out pretty fairly against hot competition with both Lasers, Albacores and more modern flyers, and one of use managed a second in the Midweek Handicap series.

Tim Parkinson Avocet DB 565

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Gravesend SC DB Open 2011

Well it was good to see a new visitor to the Open, David Clifford who travelled up from Devon, with son in law Davy Allen in DB 474 Constance. David, whose father and grandfather were GSC members before the war had not been back to the since the early 80's. Sailing DB 565 Avocet, we were also pleased to see regular visitors Tim and Diana Parkinson, who by now know the Thames better than most of the GSC members, as he always seems to excel and show us home sailors how it should be done.

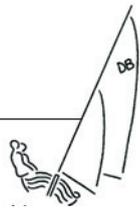
A total of 9 boats entered the weekend, which given the weather forecast was more than expected. Depending upon which forecast you looked at it was anything from F4-7 with some predicting gusts of 38 knots, and heavy rain showers. At least it was from the south so relatively warm.

We kept with the usual format of two short races on the Saturday and one long distance race on Sunday.

The wind on Saturday was quite fickle - one moment there was barely enough to move the flag the next a squall would sweep through with 15-20 knots of wind for a few moments before returning to 5-10 knots. The first race was won comfortably by Tim Parkinson with 2nd place going to Adam Gray and Penny Davies in Widgeon and 3rd place to Chris Steer and Paul Robbins in Crystal Dawn.



Richard Twyman sailing Hazy Daze at Gravesend SC



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The second race saw Richard and Deb Twyman wake up and take 1st comfortably ahead of Widgeon, which was closely followed by Avocet.

With all of the crews thoroughly wet through from the heavy rain we were fortified by the splendid buffet provided by the social committee.

Sunday's forecast was for slightly stronger winds but a bit more from the west with the odd rain shower thrown in for good measure, all the ingredients for a good race.

It started to go wrong before the race even got started with the wooden mast on Constance splitting just off the club. With the race underway with the fleet split into 2 groups, most choosing to cross the river and sail along the Essex shore, but Crystal Dawn and Ozone Friendly opted for the Kent shore. The wind continued to fill in as we sailed down river, when the 2 boats finally crossed to the Essex shore it was clear that they had made an error as they were at least 500 metres behind the rest of the fleet. As the boats passed around Coal House Point a heavy squall closed on the fleet from the west, catching Crystal Dawn and Ozone Friendly, resulting in both capsizing. Just in front of them but under reefed main, Phoenix suffered a broken gooseneck after a heavy gybe. Meanwhile out in front Tim's knowledge of the river was paying dividends until he went for the wrong mark and once he realised his error decided to retire.

With two boats capsized and the problems with the recovery of Ozone Friendly a third safety boat was sent out to assist, with the race being shortened.

Chris Steer and Hugh Taylor managed to get Crystal Dawn back up and bailed out before sailing back to the club. I managed to lash the boom to the mast and Alanah sailed us back home without further incident.

So if you are looking for some sailing which is rarely boring come along to the Thames.

Gravesend Sailing Club Dayboat Open Weekend 16/17th July 2011

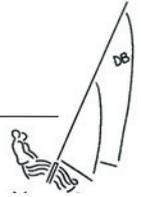
1st	DB 612	Hazy Daze	Richard Twyman/Deb Twyman
2nd	DB 565	Avocet	Tim Parkinson/Diana Parkinson
3rd	DB 660	Widgeon	Adam Gray/Penny Davies
4th	DB 610	Crystal Dawn	Chris Steer/ Hugh Taylor
5th	DB 535	Ozone Friendly	Paul Winterflood/Roy Turner
6th	DB 643	Zenith	David Rouse/Rebecca Chamberlain
7th	DB 588	Isis	Steve Davies/James Davies
8th	DB 636	Phoenix	Alanah Honey/Geoff Honey
9th	DB 474	Constance	David Allen/David Clifford

Geoff Honey Phoenix DB 636

Is your club represented here?

Even if you are the only Dayboater at your club, we would still like to hear from you.

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Bosham SC

It has been another very busy season at Bosham.

This year's season long Personal handicap series has experienced some strange weather patterns with our regular south westerlies being replaced by winds from the south east. This has meant that courses in the harbour have been largely reaching which have better suited other Classic classes with big sail areas such as the Devon Yawls.

So Kip and Rosie Hanbury did exceptionally well to finish 5th overall and 1st YWDB sailing their 39 year old, wooden clinker built, Dapple (DB 513), complete with wooden mast.



For the first time this year we ran a One Design series within the main race series just for YWDBs and this was won by Ian Norman (DB 652)

Four Bosham boats competed at the Nationals at Castle Cove, three of whom were the regulars (Barry & Jan Colgate (DB 634), Iain & Cass Macpherson (DB 614) and Stuart & Carol Martel (DB 655), but joined this year by David & Fiona Macfarlane (DB 597). All four crews enjoyed a

Dayboats and Devon Yawls fight it out at Bosham

magnificent week of sailing and social activities but did not unduly 'trouble the scorer'!

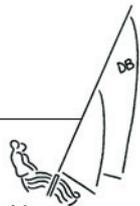
Another highlight of the Bosham year is the annual club regatta which this year sadly clashed with DB Week. However Mark & Shirley Stanton in Scaup (DB 533) not only beat all the other YWDB's but also a mixed fleet of over 21 other Classic dinghies.

In summary the Bosham fleet has gone from strength to strength this year with 5 'new' boats joining during the season, bringing the fleet to a total of 15. In addition there are strong rumours of a number of other crews on the look-out for boats during the winter, so Poole you had better keep a tight hold on your Dayboats!

We are negotiating with Bosham Sailing Club to put on a Dayboat Open in 2012.

David Macfarlane DB597 Yellow Peril

(Open Meeting now provisionally set for 12/13 May - Ed)



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Dayboat Week, Castle Cove, Weymouth 2011

27 Dayboats were trailed to Weymouth for Dayboat Week. This was a new venue for the event and it was encouraging to have so many entrants. We were also very pleased to welcome three first-timers, Mike and Jackie Cutler, Graham and Jayne Spicer, both of Poole, and David and Fiona Macfarlane from Bosham. There was, of course, the attraction of competing in the Olympic sailing area. We were hosted by Castle Cove Sailing club and could see the National Sailing Academy across the water.

On Sunday two points races were held in ideal sailing conditions to kick the week off. Both races were won convincingly by Colin and Chrissy Blewett in Alice 647, who had definitely set down their marker for the week. Bob and Margaret Clewer, Déjà vu 670, were second in the first race, Richard and Deborah Twyman, Hazy Daze 612, were second in the second race.

Monday, with more breeze, again saw the Blewetts, Colin and Chrissy winning, this time followed by Pete Hewitt and Jenny Blewett in Merlin 669.

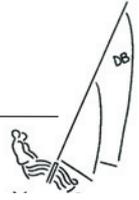
The Long Distance Race was held on Tuesday and as this race is not part of the championship series several competitors used it as a rest day. Roy and Wendy Davies kindly loaned their boat, Young at Heart 635, to James Hewitt, the retiring champion, for the day. The conditions were tricky beyond the harbour wall, with a stiff breeze and very lumpy waves. Nevertheless the competitors coped well, even when the lead boat found that the planned windward mark was missing. James and Jo Hewitt had the advantage upwind but couldn't match the impressive "Team Blewett" speed downwind. So – another well deserved win for Chrissy and Colin.



Full Dayboat Week results are on the YWDB website.

With thanks to John Mullen who took lots of photos at DB Week - see more from the link on the DB website www.YWDB.co.uk

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Wednesday dawned windy. Nearly half the fleet decided to stay on shore, leaving it to the hardy few to take to the water. The conditions suited Michael Hewitt and Jane West who had finally got Mandarin 649 going and they took an early lead which they maintained to the finish. Pete Hewitt and Jenny Blewett were second.

Colin and Chrissy Blewett were now in a strong position to win the week overall barring a disaster. Several people had been sailing consistently well and were vying for podium honours – there was all to play for, making good spectating. Thursday's final points race was won by Murray Glenister with Steve Creasey in Lyberty 659, giving him second place overall. Bob and Margaret Clewer finished second, securing third overall, while Colin and Chrissy Blewett finished third which was more than enough to make them the overall champions. Congratulations to Jane West for winning the Ladies' race, Harry Creasey winning the Cadet's race and Emma Griffen winning the Crew's race. John and Phil Lokier 632, Don't Panic, were awarded the 'Anderson Trophy' having been paired with Michael Hewitt.

The Thursday night prize-giving dinner was an excellent affair with the galley staff excelling themselves. Colin was prevailed upon to make a speech which ended with him confessing that it had been his long-held ambition to win DB Week in a home made boat, with home made sails and a home made crew. Well, he has ticked three of the boxes: he won, he built his boat, Alice, and Chrissy is his daughter. Now he needs to work on the sail making!

Castle Cove Sailing Club put on a brilliant week for us – good sailing, good food, friendly, welcoming atmosphere. The competitors and DB spectators agreed that it was a perfect venue for the week and the question repeatedly voiced on the Thursday evening was, "When can we come again?"

Sally Hewitt Merlin DB669

You are invited to

DAYBOAT OPEN MEETINGS 2012

GRAVESEND SAILING CLUB on 21st & 22nd JULY*

Contact Geoff Honey - geoff.h2@ntlworld.com - 01322 229751

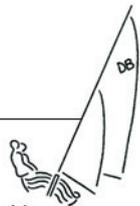
BOSHAM SAILING CLUB on 12th & 13th MAY

Contact Iain Macpherson - iain@belfrycottage.net - 01243 575652

POOLE YACHT CLUB on 7th and 8th JULY

Contact Pete Hewitt - Sa11yHewitt@yahoo.co.uk - 01985 214745

* Not June as stated in the printed issue of DB Notes



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We would like to welcome new members

Alan Moulton, sailing at Bosham

Simon and Jackie Robinson, Ellen and Alex, sailing at Poole

Some news on 'Fiesta', from Alan Moulton...

Noticing his boat had been previously owned by someone of the same name enquiries were made and Alan reports:

"As for the history - my father bought the boat around 1997 in Liverpool and sailed her at Liverpool Sailing Club until 2010 when he decided she was too heavy for him to manage any longer. He asked me if I would take her over and having admired her for many years I readily agreed, bringing her down to Bosham.



I have been restoring her for the last year (mostly cosmetic) and she was recently afloat for several days on a temporary mooring to confirm that she would take-up reasonably well.

She is wooden clinker with wooden spars and is varnished throughout both inside and out. She is by no means in concours condition but is largely original which I think is unusual for a clinker boat of this age. She replaces my Wayfarer which I use mostly for cruising throughout the Solent area. I attach a

picture taken at New Brighton on the Mersey estuary in 2007 when she was still in the ownership of my father."

Alan Moulton DB 413 Fiesta

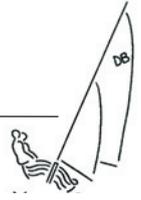
Remember to visit the Association website

www.ywdb.co.uk

***Information - News - Boats & Gear for sale
and lots of DB photos***

More stories from members in the Forum

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... And from our other new members

Tales of a first season

As newbies to the world of Dayboats we have been asked to entertain you old hands with the tales of our first season.

It all started with the romantic notion of a Swallows and Amazon's summer with Sunny days, gentle sails, lazy picnics and warm swims – Yes I know we live in England but! Simon's parents (Ian and Sue Robinson, Narnia, DB 627) have had a Dayboat for some time and it seemed the ideal craft to start our dream.

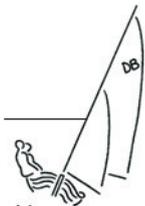
Simon went off one night and came back with a big grin and a lighter wallet, Annabelle was ours! She had been lightly used for the last few years and looked in need of a little love and attention. At this point we would like to thank all the Poole Dayboaters who have helped us this summer, starting with Peter, who was called upon to show us the basics, such as how to raise the mainsail!

Our first voyage was just Simon and I, the children being left safely in school. With the confidence of two people who had not sailed a dinghy since 199? we crept out into the harbour. Thankfully we loved it, even when the jib sheet block parted company with the fixings in the seat to rest in my hand!

The summer progressed, with some lovely days that lived up to our expectations; others were a little more exhilarating. For example, there was the afternoon we were returning in worsening weather with the gunnels in the water and the shroud shackle fell off and started waltzing out over the waves, fortunately it didn't fall off, so we could re-attach it before needing to tack. It was at this point my son turned to me and said "Mummy can I swear please?" There was the time I lost the jib halyard up inside the mast, not very popular that afternoon, or the time my daughter managed to snap the rudder retaining clip, again a frosty atmosphere descended over the boat. Other eventful afternoons were; when the eye bolt connecting the kicking strap parted company with the boat and the time the whipping on the main halyard came undone so we could not raise the sail. Finally we cannot fail to mention the fun and games we had trying to get the darn thing on to its trailer to come home, thanks again to the volunteers that came to the rescue.

Still as I write this, Simon is out in the garage varnishing her decks and my daughter has just got a Topper so she can join the Wednesday night youth training. So we will be back next year with plans to race a new and improved Annabelle with either a Mother & Daughter or Father & Daughter crew.

Simon, Jacky, Ellen & Alex Robinson Annabelle, DB 651



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RIGGING NOTES

Fly-away jibsticks

A number of Dayboats are now using flyaway jib sticks. For those not familiar, a flyaway 'stick' is fixed permanently to the mast with a line to the clew of the jib, so it can be deployed (a word I detest, but useful!) by simply pulling a string. No need for the crew to move forward, stand up and struggle to get the stick clipped on to the mast and the jib while running off downwind in a Force 5+. No jibstick in the teeth for the helm as the crew recovers it at the last minute as the leeward mark fast approaches. And you can't lose a 'flyaway' over the side.

I thought about producing some words and a sketch to explain how it works, but I probably couldn't do any better than the article on the Enterprise website (<http://www.sailenterprise.org.uk/documents/26/Flyaway-Poles-2.aspx>). Chris Somner at Poole will supply the 'bits' although it is not difficult to craft your own, and most of the flyaway poles seen at Poole are d-i-y versions. Fancy 'bought' systems use a carbon-fibre stick, which is pricey. I made mine from a landing net handle from a fishing shop (even looks like carbon, but cost under £5). Pete Hewitt's is made from black pvc tube from the B&Q plumbing section, using two lengths of tubing sleeved one inside the other (they fit snugly but should be glued together). This bends amusingly, but it has survived the season. Others use an alloy tube which is fine but can 'clang' on the mast.

An interesting winter project – gives you an excuse to mooch round the chandlers looking for 'bits', and probably beats decorating. If you need any further hints on jibsticks please give me (although I am no expert) or Pete Hewitt a ring and we will try to steer you in the right direction.

Bob Davis Lucky DB 641

Tuning your Dayboat – where to sheet the jib.

This is a critical factor in the way a Dayboat performs sailing to windward and, everything else being equal, may be the difference between you racing at the front of the fleet or in the middle of the fleet. However, because no two boats are exactly the same, there is not a definite answer to this problem. I have attempted to set out my approach and the factors that can be changed to improve the boat's performance – or to make it worse.

The Dayboat has probably been used for racing from the time the first boats were built. Assuming the plans were followed the jib fairleads would have been fixed onto the sidedeck roughly in line with the centre thwart. If a fore and aft track was used instead of a simple fairlead this would provide the classic adjustment to alter the sail shape and to open or close the slot between the jib

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and the mainsail. Move the fairlead aft to reduce the tension on the leach and to open the slot, forward to increase the tension and to reduce the slot.

As the racing developed it wouldn't take long to realise that moving the jib fairleads inboard would dramatically improve the boat's upwind performance. But the only place to fix the fairlead is on the thwart. This is still the current thinking and most boats have a variation on this. A few have used the back edge of the thwart, which is nearest to the optimum for a standard maximum dimension jib. The front edge of the thwart is both too far forward and too low to be the ideal position. Either choice leaves the crew to sort out where they can sit or perch with the front edge being the least worst from the crews point of view.

At this point everything gets more difficult. We know that the simple way to adjust the jib slot is to move the fairlead forward or aft in the boat but we now have a fixed fairlead position. Our potential adjustments are far more complex. The mast can be raked aft to have the same effect as moving the fairlead aft – you may need to draw this to see how it works but the head of the jib moves back with the mast. An extreme angle of rake will work upwind but the mast needed to be more upright downwind so that you didn't lose out on boat speed. The answer was to adjust the shroud length with upwind and downwind settings – the birth of the adjustable rig and quite a complicated solution.

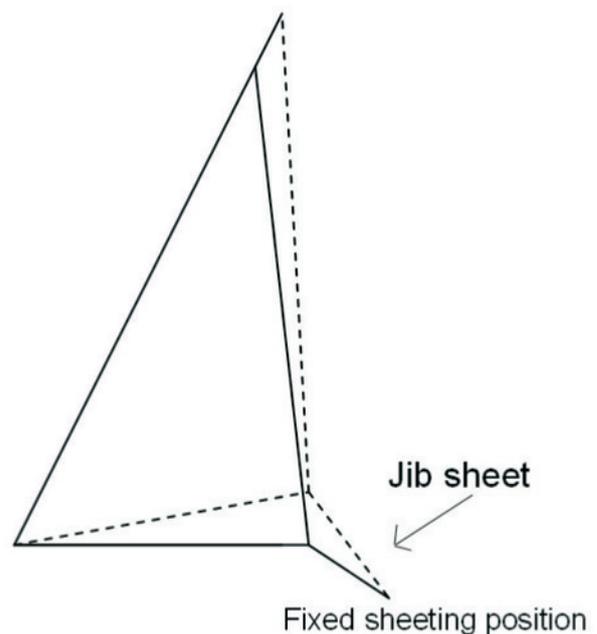
Another variation which is now commonly used is to shorten the jib luff to lower the clew. The other dimensions remain at the maximum permitted. The diagram below illustrates the effect this change has on the angle achieved between the jib sheet and the sail.

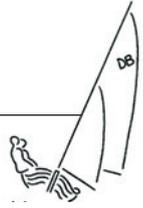
The effect of a shortened luff on the jib sheet angle.

The dotted line represents the standard maximum luff length jib. Any sheet tension applied to the dotted jib tightens the leach and will reduce the slot and restrict the airflow.

Shortening the jib luff significantly alters the angle between the sail and the sheet and the effect of jib sheet tension on the leach.

At this point you may ask why there isn't a simple standard set-up that would suit all Dayboats. Again you may need to draw this, but any small variation in the sheerline at the stem, the height of the mast step or the height or fore and aft position of the





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thwart will change everything. The only way to find out what works is to experiment with your own boat. It is unusual but with a fixed sheeting position the fine adjustments may only be achieved by altering the mast rake.

Any athwartships adjustment is far less critical. Somewhere about 225mm and 300mm from the centreline seems to work in any conditions. I use a fixed position.

And finally, the tension on the jib sheet has a major effect on the way the sail sets and the performance of the boat. Find out what works for you and mark the sheets so that the crew can easily repeat the setting. In light airs the effect of too much tension will stop the boat. It is also important to recognise these changes in wind speed while you are sailing. The modern parlance is to “change gear” to suit the conditions particularly when the wind is dropping. Easing the sheet by 20 or 25mm will cause a big change in the set of the sail, will open the slot and increase the power to keep the boat moving but will not point as high.

I know from experience that everything may look perfect in the dinghy park but the proof of the pudding is when you are racing another Dayboat. So have a good look at your own set-up, go sailing and experiment.

Peter Hewitt DB 669 Merlin

And other uses for a Dayboat



Emma Clayton rides in style to her Prom in Hullabaloo, DB 650



MOULD TALK

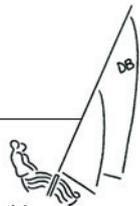
In recent years the Class has built up bit of momentum – a new builder in Chris Somner, 10 new GRP boats since 2007, (not forgetting two ‘traditional’ wooden boats from the Lyme Regis Academy). Without a supply of new boats the stock will decline, and the shortage of good second-hand boats has been a problem for many years, when we are trying to maintain or increase our membership.

So to the point..... The Association hull mould used to build the GRP boats has had a long hard life over 25 years or so, and is getting ready for replacement. It can still produce good-looking boats (look at Pete Hewitt’s ‘Merlin’) but the hulls coming off the mould require a lot of hand-finishing which adds significantly to the cost. The Association funded a new deck mould last year (which cost around £6000) but the hull mould is a more ambitious project. The ‘best guess’ cost is around £15,000. At the beginning of the year the Committee agreed to allocate a large part of the Association’s reserves to a Mould Fund, which currently stands at almost £5700. The Committee, supported by members at the AGM, then decided to set ourselves a target of reaching £15000 within 5 years. We can hope to generate a surplus of around £1000 per year from subscriptions (and each new GRP boat – we might expect 1 or 2 in a ‘good’ year, but this year has not seen any orders yet - brings in a £250 mould fee) but we also need to engage in some serious fund-raising. Several ideas are under discussion (all suggestions welcome!) but – you guessed it – we are inviting Association members to consider making a donation to the Mould Fund with their Annual Subscription, as you will see from the Renewal Form.

I hope that a number of members will feel that this is a worthwhile objective and will wish to make a contribution.

A very big THANK YOU to the Dayboaters at Poole, who have donated the proceeds of their Annual Dinner and Prize Giving raffle - £225 - to the mould fund .

Bob Davis - Honorary Treasurer



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A 'New' Trophy

As reported in a previous 'Notes' the Association has a fine new trophy, known as The Dayboat Cup. Sheila and Gordon Anderson, who were key members of the Dayboat Association during its formative and developing years in the 50s and early 60s, originally donated the trophy to the Weston Bay YC. Sheila recovered it from her loft last year and offered it to the Association - and it was gratefully received. This was the catalyst for the Committee deciding to



introduce a 'buddy' or 'mentoring' system at Dayboat Week 2011. The main intention was to encourage discussion and passing on of advice and assistance across the fleet.

Entries at Castle Cove were 'seeded' and 'teams' of 2 boats were drawn at random from each half of the list at the Commodore's Reception. As the week progressed, it certainly seemed to be having the desired result. A great deal of time during the week was spent tweaking, advising, helping and encouraging. And there was plenty of good-natured jeering when a less experienced crew were back to the mooring or the beach before their (supposed) mentors.

The eventual winners of the Trophy were John and Phil Lokier (DB 632, Don't Panic) who had an excellent week, finishing well into the 'top half', and only 4 places behind Michael Hewitt and Jayne West, their 'mentors'.

The overall view was that the 'experiment' was a great success, to be repeated at future Dayboat Weeks.

It was a pleasure to receive an email from Sheila Anderson, rather strangely while I was editing the previous item. She had received the communal email requesting copy for DB Notes, and sent a reply. She said she had been 'racking the little grey cells' for the name and number of the Dayboat which had belonged to Dr Hughes-Games. She thought he may have sailed at Thornbury, as his son Martin, the BBC Wildlife broadcaster, lived in that area. She had thought that he might like to write an article for us. Unfortunately, after doing a little research, I had to inform Sheila that he had died in 2004.

Perhaps one of you remembers Dr Hughes-Games and the name and number of his boat, so we can pass this on to Sheila.

Kath Davis

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The story so far ...

Debs Struthers took over the family Dayboat, and had slowly brought her back to life, with the help of a good boatbuilder and unspecified budget.

TAPIO'S STORY – part 3

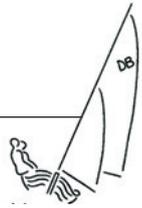
Well, what a week Weymouth proved to be! After taking the preceding Friday off work in order to get me settled on my trailer and ready for the long journey south, my owner finally crawled into bed only to be awake again by 3 am on the Saturday. When it became apparent that her husband was also awake, it seemed that the sensible thing to do was to get on the road and try to avoid the heavy traffic on the M25 so, in the stillness of the early morning I was carefully and quietly pulled down our gravel drive. I hope I did not make so much noise that I disturbed my owner's neighbours.

Fortunately, the trip to Weymouth proved uneventful, although anxiety on the part of my owner meant that we had to stop every so often in order that she could check I was alright! I was perfectly happy – this trip marked the beginning of the next great adventure in my life.

At a place called Fleet my owner left me on my own in a wide open space and went off with her husband to have breakfast. While I was taking in my surroundings I noticed another car pulling a vessel that looked somewhat similar to me and yet there were some differences. She was bright red and seemed to be made of different material to me – I later found out that she was made of fibreglass, not wood. I also found out that the owner of this new vessel belonged to Gravesend Sailing Club, the same one that my owner belongs to, so they recognised one another and I was shown off to him.

At last we arrived at Castle Cove Sailing Club, where my owner pulled me into the yard and stopped. Immediately, I was surrounded by a crowd of admirers, all stroking my lovely varnish and admiring all





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the work that had been carried out on me. I was settled into an area of the yard where I spent most of the week with my owner and her husband fitting various bits and pieces on to me; however, they were under pain of death from my owner's nephew (amongst others) if they so much as considered putting any screw holes in my decks.

My owner's nephew put in some sterling work with regard to rigging me – he gave my owner lots of ideas on various fittings and he seemed to be quite happy when he accompanied her to the local chandler and relieved her Barclaycard of an eye-watering sum of money on goodies for me.

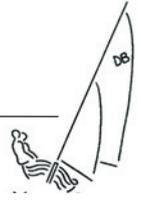
All this work meant that by early on the Monday evening I was quietly launched – no razzmatazz, no fuss. We went for a very short sail, with bungees wrapped around the thwarts holding the jib-sheets in position and various other 'Heath Robinson' arrangements in place. Although we all thought that no-one would have seen this inaugural sail, it appears that my trademark Royal Blue sails attracted attention, for on the following day I heard several people ask my owner whether that really had been Tapio on the water and being quite pleased when told that it was.

After further work I was again launched on Thursday, when the idea was to sail out and meet the fleet coming in from the final race of the week. However, things did not go according to plan and I ended up alarmingly close to a lee-shore and had to be towed back to the slipway by my owner, her husband, brother and sister wading through the water and guiding me across the bay. How very ignominious!

Anyway, I was none the worse for that little adventure and, as the week was drawing to a close it seemed that I was not going to be sailed again until I was back in Norfolk. However, after a very heavy thunderstorm on the Friday morning, the sky cleared, the breeze abated and there were enough people around to give my owner a hand launching me, so in I went again. After so long being out of the water it was a weird feeling, being in what I believe to be my natural element yet not feeling altogether comfortable in it. But never mind, I'm sure that I will get used to it again given time.

Prior to the final prize-giving dinner for Dayboat Week my owner had arranged with the powers that be at Castle Cove Sailing Club that she would provide all the Dayboaters with a glass of bubbly in order to 'wet my bottom', as it were! This seemed to be a greatly appreciated move and I understand that lots of them were drinking my health – maybe one day my owner will let me, as the reason behind all the celebration, have a wee taste of it, although I guess that her excuse for not letting me have any of it is that it would mark my varnish work!

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And so home, via Gravesend Sailing Club where I was again greatly admired by various people. I seem to recall from about twenty five years ago that I had to be launched by a crane there, but finding myself dangling about ten feet above the water before being gently lowered was still a very disconcerting experience. Anyway, there I was, waiting for a crew to come and re-introduce me to the tidal Thames, when a person who I later found out to be the guy who initially paid to have me built back in 1964 came down the sheer ladder in a manner that belied his 89 years (sorry to spill the beans, Jim!) and took me for a sail with his son-in-law.

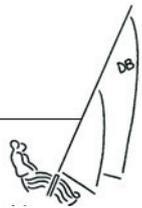


I am currently back in my owner's garage while she opens negotiations with Hickling Broad Sailing Club with regard to possible membership and storage of a Dayboat during the summer months. So here's hoping that my owner and her husband get some practice sailing me before bringing me to Fishguard next August to meet you all again.

Have a good year. Tapio (DB 378)

Email the editor, kathdavis@btinternet.com with your club report and photo for the next edition of DB Notes.

Do you have any other items of interest? Send before the end of June for the next issue.



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18 to 23 AUGUST

DAYBOAT WEEK 2012 at FABULOUS FISHGUARD

Get your 2012 Diary out now and put this in
(ink not pencil!)