

DAYBOAT NOTES

News from the Yachting World Dayboat Association

DECEMBER 2010



TAPIO'S STORY - see page 13



DAYBOAT NOTES

DAYBOAT WEEK 2011

CASTLE COVE SAILING CLUB, WEYMOUTH

Sunday 21st to Thursday 25th August 2011



Provisional programme

5 points races - 2 on Sunday, 1 each Monday, Wednesday, Thursday

Long Distance race - Tuesday

Ladies' race & Cadet race - Monday

Prizegiving and Supper - Wednesday

Prizegiving Dinner - Thursday

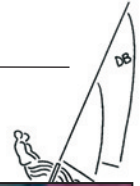
And plenty of time for non-sailing

Visit the website for more information

This looks like being a popular venue, why not join us?

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CHAIRMAN'S CHANNEL



I have heard that there are people who carry on sailing at this time of the year, but, sitting here during the earliest cold snap for years, it is hard to imagine why. However, it's not long to go before we are past the shortest day and things can only get better. This cold weather guarantees a long hot summer coming up. The sun will shine; the winds will be 3 to 4 from the South West and by an amazing coincidence there will be no wind-over-tide during races. We will be on time at every start and we won't get boxed in at the pin end on port. Even



when the boat does tip over a bit further than expected it will not turn turtle and the plate will be there, waiting to be stood on before the helm even gets wet feet ... then a log, rolling out of the fireplace, frightened the cat and woke me up.

Another new wooden Dayboat is being built at Lyme Regis; the Dinghy Show at Ally Pally at the beginning of March will see our stand in its (now) usual position at the top end of the Great Hall and then in August we have Castle Cove to look forward to.

Looking further ahead, I can tell you that, subject to all the usual imponderables, Dayboat Week 2012 is planned to be at Rock at the end of May and we are talking seriously to the Royal Torbay YC about 2013.

Happy Christmas everyone. 2010 was a pretty good Dayboating year and here's to an even better 2011.

Iain Macpherson - DB614 - Doubloon

We would like to welcome new members

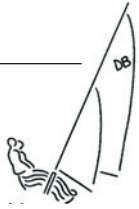
Andre Dehon, Poole YC

James Chew, DB272, Lympstone SC

Helen, David and Julia Barnes, DB 543, Royal Norwich YC

David Clifford, DB 474.

Dick and Sue Sears, DB 609, Poole YC



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RYA VOLVO DINGHY SHOW 5-6 March 2011 at Alexandra Palace

We are again taking a stand at the Dinghy Show, which will be on 5-6 March. The Show is well worth a visit, with most of the dinghy classes and builders exhibiting, and the full range of clothing and fittings etc on sale.

Our stand is a meeting place for Dayboaters old and new, and with another brand-new boat (see "A New Boat", page 15) on display we hope to attract new sailors into the fleet.

Volunteers to welcome and talk to visitors to the stand for a couple of hours on either day would be most welcome - please contact Bob Davis on 01794 368118 .



THE COMMITTEE

Iain Macpherson	Chairman	Bosham	01243 575652
Cass Macpherson	Secretary	Bosham	01243 575652
Bob Davis	Treasurer	Poole	01794 368118
Tim Parkinson	Webmaster	Thornbury	01295 811585
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

Did you know that there are at least 22 clubs sailing Dayboats? - see the list below. Why not send in a report to give others an idea of what you do, and what your sailing water is like? It doesn't have to be long, you don't have to race, just let us know what you do. and a photo is nice. You never know there may be a prospective Dayboater just down the road waiting to join you.

Avon Sailing Club
Axebridge Sailing Club
Bexhill Sailing Club
Bosham Sailing Club
Fort Halstead Yacht Club
Gravesend Sailing Club
Lymphstone Sailing Club
Minehead Sailing Club
Poole Yacht Club
Royal Air Force YC
Royal Norwich YC

Salcombe Yacht Club
Shearwater Sailing Club
Silver Wing Sailing Club,
Solva Sailing Club
Solway Yacht Club
South Bank Sailing Club,
Sussex Yacht Club
Tamar River Sailing Club
Thornbury Sailing Club
Tollesbury Sailing Club
Yealm Yacht Club

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

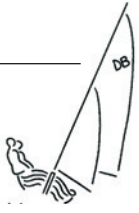
Do you have any other items of interest? Send before the end of June for the next issue.

POOLE YACHT CLUB

The 50-strong Dayboat fleet at Poole has enjoyed another successful season, with over 30 boats taking part in racing (and on some evenings fleets of 20 or more) whilst other members enjoy cruising around the harbour. We are very fortunate in having pontoon berths (really 'dry' sailing!) and being able to sail (with care) at all states of the tide.

The latest of the Chris Somner boats, Déjà vu (670) – the first of the boats with the new deck moulding - was introduced to racing by owner Bob Clewer. His 'old' boat Black Pig has been bought by Dick Sears, a new member and ex-Solo sailor who was introduced to the joys of Dayboat sailing on the Association's Try-a-Dayboat day. Simon Philbrick is now getting his new boat (666) up-to-speed, and Pete Hewitt has a new boat on order. Perhaps it will take Bob and Peter some time to get their new boats 'sorted', giving the rest of us a look-in (for a while!)

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The Open Weekend in August attracted 23 entries, with the usual Round the Islands races on the Saturday, won by Peter and Sally Hewitt in Mandarin (649), and 'round the marks' on the Sunday, won by Colin and Chrissie Blewett in Alice (647).



Start of Race 2 on Sunday of racing at the Poole YC Dayboat Open Meeting

For most of us the season came to an end in October (if not September!) with 19 boats competing in the Autumn Series, now transferred successfully to Saturday afternoons, although a few hardy souls are still cruising, or racing in the Winter Series. Our annual dinner and prizegiving at the Club in late November attracted more than 90 Dayboaters old and new and was a very sociable event.

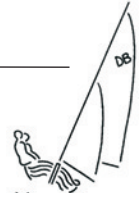
Thanks to Phil & John Lokier who organised the evening, to Wendy Davies for keeping track of the result and to Bob and Margaret Clewer who sorted out the trophies. Bob and Margaret took most of the silverware home with them (again), although Ron Lovett and Pete Hewitt managed to collect a few 'pots'. Roy Davies is arranging our annual mulled wine and mince pie evening before Christmas to round off the year. A real team effort - much appreciated by all.

Pete Hewitt/Bob Davis

***Remember to visit the Association website
www.ywdb.co.uk***

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BOSHAM SAILING CLUB



So the 2010 Classic Dayboat season ended in October and it was a pretty good one for the YWDBs. A brand new wooden boat built by Locky Mckenzie arrived at Bosham. The CDB medium handicap series was won by Mark and Shirley Stanton in Scaup (DB533). The India Cup, awarded to the winner of the first points race and sailed after the end of the series, (how does that work?) was nonetheless won by John Webber and Robin Kent in Xtra-Muriel (DB600). The Shakedown Race on the unbelievably early 20th March

was won by Robin Albert and Stewart Reed in Debutant (DB616). The rest of the fleet of 11 YWDBs were all respectably represented in the CDB and club events and in general a good time was had by all.

The Bosham Regatta was held on the last Sunday in August. The day loomed threatening with 25 knots forecast. Eight YWDBs came to the start with eleven others for the CDBs Fast Handicap division's race. The picture below, apart from showing the kind of traffic chaos you get in Chichester harbour, is one of the last photos that day of Emma



(DB655) who retired after a dramatic capsizes. The paramedic, later checking a thermally challenged Stuart Martell remarked on enquiring of Stuart's age: "Old enough to know better, then." Of the nineteen starters that day, only seven finished, including two YWDBs in 2nd and 3rd positions (first was a National 18).

Iain Macpherson - DB614 - Doubloon

***Information - News - Boats & Gear for sale
and lots of DB photos
Post your views in the Forum***

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NOVICES GO DINGHY SAILING IN ISIS

After a number of years of happily hiring the club Wayfarers for our exploits, we finally resolved to buy our own dinghy. Determined to go sailing for two weeks in July, in mid-June we realised we had better concentrate. Wayfarer? Dayboat? Wayfarer lighter and familiar. Dayboat heavier and not familiar. Wood? Very beautiful but what about repairs? We did a bit of research on the internet, talked to some people at the club and got confused. A Wayfarer called "Scruffy" in East Sussex for £200? Another in Putney for £800? Or another for £3000 somewhere up north. Not many dayboats for sale. Or how about James G's small cruiser laid up in the Marina for about £2000!!!

A chance comment about a fabulous wooden Dayboat called "Arycanda" being put up for sale got us thinking. Firstly, the owner was a friend of people at GSC. Secondly, it was in good nick and ready to go. Thirdly, it was beautiful and wooden and finally it just felt right.

The following is an extract from the log of our first dinghy-cruising adventures.

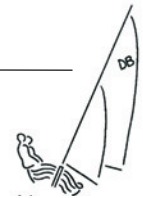
First try-out at GSC

Wind S-SW, Force 1-2, Drizzle

On the water by 10.05, 2 hours to low water. James rowing. Oars seem short? Went aground a couple of times on downriver side, but got to Aggie and made fast. Rigged and raised sails and sailed off upriver very concerned about tacking with a centre main. Jane at helm. Did a few tacks and got the hang more or less. Sailed downriver and James took helm and had a go. Realised we had rigged tiller over the green string to which the mainsheet was attached. Successfully came alongside Aggie and moored again to sort it all out. Very drizzly now, and we were getting cold. James suggest we try to land at Rowing Club stairs and get a cuppa. Sailed up there and planned it, and managed it at 2nd attempt. (First time fell short – we'd thought the tide would push us onto it from upstream side but we went aground.) About 10 swans on watch. Very cold now. James ran to clubhouse and made tea which we then drank on bench on the prom. Tea most reviving. We set sail again. James suggested we practice picking up a mooring – the visitor's buoy. A good idea. Jane at helm and thought I'd understood what to do and had talked it through with James – tide, wind, etc etc. The plan was to inch up as the wind was so slight and the tide was against us. The wind was consistently slight until we got within a metre of the buoy and it suddenly picked up.... Cuppasoup and coffee mended all ills and we reflected on our cock-up.

Undaunted, we then set off to Burnham-on-Crouch towing Isis behind us. We had a theory that a nice muddy slow river like the Crouch would be good to practice on. On arrival, many welcomed pints in White Hart Hotel.

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[So much for calm sailing. We spent three days on the Crouch, with Force 4-5 SW winds, gusting 6]

The Yacht Marina seemed very swanky, but actually everyone was very friendly. Yes we could launch for £10 and no there weren't any public slipways in the Crouch any more. What is that all about? Terrible. After much scratching of heads, and logistical problem-solving we got her into the water. Parked up and joined James on a pontoon and wondered if we should risk sailing out with gazillions of pounds-worth of gin palaces and superyachts to do damage to. We realised wind direction was good for sailing out on one tack and so we did. With a following wind we sailed downriver at a lick on calm waters at nearly low tide. All marvellous. After half an hour, just before the entrance to the Roach, the weather started gusting and the seas picked up. We decided to return,. Lots of tacking now and a big learning curve as we struggled with what seemed an impossibly long tiller-extension plus the mysteries of the centre main. Talk about large-scale knitting needles?! Very bumpy now as wind over tide, and one tack was too violent and we took on a deal of water over the starboard aft quarter. Tiller leapt out of hand and balancing the boat a priority. Bit unnerved. Once back in control we sailed very very slowly and safely back to Marina. Wind definitely 5 to 6 at times. Came gently alongside end of pontoon. Made fast, jumped ashore, lay on our backs and laughed like drains... Bailed out, made

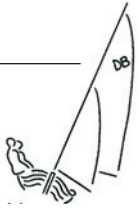


shipshape, checked boat over. Some glue gone on gunnells... Fine meal in Marina restaurant, late night bevvies and tall stories with two seasoned and grizzled sailors Bob and Ray who had sailed over from Lower Halstow. Spent night on dinghy in a berth at the Marina, sleeping bags on camping mats wedged under thwarts. Great fun. Very snug. Smallest boat there of course, but no snobbery. Everyone very friendly and curious.

Log notes in morning: it's a 6. Too breezy! Stiff flags! Beautiful sunny day but definitely would put us in the drink as we can't reef with centre main. May go later.

Later: Wind 3-4, SW, sunny/tempest

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The wind dropped in the evening. We had been lying on a sea dyke in the sun reading, when we noticed a whole load of dinghies sailing in the distance. If they can, we can! It seemed about a 3. We hoisted sail and set off. Headed upstream, and at first conditions seemed quite squally, then, having sailed close-hauled upstream it calmed and we had 10 minutes of peaceful sailing on the Crouch. Beautiful evening light. Spectral landscape. Then we noticed very dark clouds coming towards us, a few specks of rain and tacked to go home. Sailed gently downstream before the wind. It started to rain properly, but we made it into the Marina entrance fine. Suddenly heard this huge roaring sound as we tacked into Bay A, 100m from our berth. We turned to see an angry purple-bruised sky and absolute torrents of rain moving towards us at high speed. Glad we turned when we did. Drenched in seconds but berthed fine. Shower, hot food, bevies, happy, slept in the car. The upper reaches of the Crouch are definitely eluding us on this trip.



Jane Trowell and James Marriott Gravesend SC DB 588 Isis

HOW TO GET THE MOST FROM THE WEBSITE

Our web site contains a lot of information about the DB that is accessible to anyone interested in the DB and it also contains information restricted to members of the Association which is held in a secure part of the site. This latter information is the current list of members, their boats and their addresses which helps maintain contact between members and the officers of the association.

The Home page has two main features. On the right hand side is a summary and direct link to the latest significant updates to the web site. Across the header collage of images is the main menu:

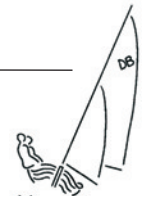
dayboat weeks - results, photos and reports from the last decade's DB Weeks

race & cruise - some results for Open meetings and some accounts of cruises

buy & sell - links to the for sale pages for boats and other items, an items wanted page and link to buying clothing with the association's logo.

data - about the Association, boat ownership, the DB Rules, technical data and a guide to registering your boat .

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links / feedback - to useful web sites, a feedback form to convey ideas or information to the Association, and a link to contact the secretary.

calendar - Events, Open Meetings and Dayboat Week.

forms - Membership Application, Change of ownership, Registration and a Measurement form; access to the forum & records -

Two links for members only.

The **forum** is interactive enabling members to place comments on existing items or to submit new topics. It is

necessary to register to submit new topics. To leave a comment you just have to leave your name and email along with the text. (The first time you do this there will be a delay in your comment appearing while the Webmaster establishes you are not a spammer)

The **records** held in a secure on-line database include all current boat and membership data, racing results from 1957 to the present day (not exhaustive!). Membership data is only available to association members who have registered.

Registration

Step 1 is to register name, user id and password together with email. This gives limited user rights for adding Boats, Items, etc, on the Sale pages of the web site

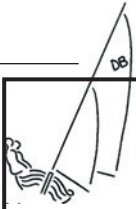
Step 2 is carried out by the Webmaster who, after checking that the new User is a paid up member gives that person full member's rights and thus access to the membership list, etc.

help

Definitely an area to check out - several documents providing help and advice on finding a DB to purchase, tuning, advice specifically for new owners, and on how to use the website.

Don't forget the address: <http://www.ywdb.co.uk>

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EVENTS 2011

Gravesend Sailing Club

16th - 17th July (provisional)

contact Geoff Honey - geoff.h2@ntlworld.com or phone 01322 229751

Poole Yacht Club

4th - 5th June (provisional)

contact Peter Hewitt - sa11yhewitt@yahoo.co.uk or phone 01985 214745

Bosham Sailing Club

Bosham Fun Day - 25/26 June

Contact Ian Macpherson - IMaccrosho@aol.com or phone 01243 575652

MORE NEW BOATS

Looking through the Association's archives there was a lot of opposition to 'plastic' boats when they were first introduced (some Dayboaters will remember!). A wooden dayboat can be wonderful to behold – look at the pictures of Locky McKenzie's new boat on the website, and Deb Struthers' article - ghost-written by 'Tapio' - shows that a very tired (!) hull can be restored to a thing of beauty.

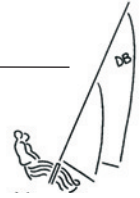
However, for many of us lack of time (or inclination) for boat maintenance means that a grp Dayboat is the answer and new boats from the Association's moulds are emerging from Chris Somner's workshop at a steady rate. The latest is Pete Hewitt's (see his article on page 15) now awaiting fitting out. Geoff Pell (Shearwater SC) also has a boat on order and will return to the fleet next year.

Twelve new Dayboats have been registered since 2007, including 9 Chris Somner boats – a level of activity not seen since Porters ceased Dayboat production in the 1990s. And more new boats equals more second-hand boats – the fleet is thriving.

...AND AN OLD ONE - TAPIO (DB378)

Tapio was built for Jim Twyman by Lew Walker at Southend on Sea. She was built in 1964, so is rapidly approaching her half-century, Jim and wife Jean spent many happy years sailing/racing her at Gravesend until she fell into daughter Debs' ownership in the early eighties and almost simultaneously fell out of good repair! She has been sailed all over the country, from Cornwall to Scotland and one of her last appearances under sail was at Lamlash on Arran. She has now undergone a transformation and tells her story here

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TAPIO'S STORY - part 1

So there I was, sitting in the back garden of a house in Meopham while various people came and inspected me with a view to replacing my missing planks and giving my broken ribs some attention. Several months passed and I was beginning to despair of ever being fit again, when a potential saviour signed on for a course in boatbuilding at a college in West Sussex. Would my owner be willing to let me accompany him to the college, where he would use his new-found skills to restore me to my former glory? You bet she would, she being quite keen to get me sailing again!

One cold January day, if memory serves me correctly, I was loaded on to a trailer and taken away to Essex, to eagerly await the day of my departure to West Sussex. And there I stayed.....and stayed.....and stayed. What had gone wrong? Had I, without realising it, somehow offended somebody and was I being punished by not being repaired? Back to the depths of despondency I went, slightly comforted by learning that the course in West Sussex had been cancelled – I had not, after all, offended anybody!

This time, years passed. I got bored with the sight of the quiet Essex residential close that was now my home and was resigning myself to this being my last view before I finally gave up the ghost, when, completely out of the blue, my owner and a friend turned up. What was happening now? Was it worth daring to hope that I might yet get sailing again or was I merely being given a final goodbye?



Gradually it dawned on me that the former might prove to be the case. I didn't dare hold my breath, in case, as so often before, the implied promise proved empty. The two of them proceeded to take a full survey of me, including taking lots of photos of my pitiful body, with its missing planks, broken ribs and, by now, patches of rot and lifting decks. Then, as quickly as they had arrived, they disappeared. For several months, nothing happened and my hopes began to sink again.

However, unbeknown to me, my owner was working away on my behalf, trying hard to locate a boatbuilder that would be willing to sort out all my problems for a reasonable price. She was successful, eventually finding one near where she lives in Norfolk who, having viewed all the photos, decided that he was able to do the work. The next move was to encourage him to inspect me 'in the flesh' as it were, just to make sure that he was not about to bite off more than he could

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chew. So, after going through lots of excitement in the form of acquiring new tyres for my trailer, a new number board (with lights that actually worked correctly), a new tow bar for the car and new straps to hold me down, my owner reappeared, this time with her husband and the same friend, hitched me to the back of her car and towed me to Norfolk.

After a brief lonely sojourn in a farm in deepest Wells-next-the-Sea, during which my owner turned up to reunite me with my long-lost rubbing bands and to cover me with a tarpaulin in order that the tawny owl who shared the barn with me and with whom I had swiftly made friends did not cover me with any more birds..t, the aforementioned boatbuilder paid me



a visit and gave me a thorough once-over. Clearly, he was not horrified by what he saw and phoned my owner to say that he was still willing to give me the love and attention that I so desperately crave but admitted that I might have to wait until May 2008. I am happy to wait; after all, it has taken years to get this far down the road to recovery - what's a few more weeks?

Well, May became June, June became July and once again I was left thinking that nothing was happening. However, I later learnt that my owner had spent a lot of time on the phone to the boatbuilder trying to encourage him to take me into his workshop and start work on me. He gave her several excuses, among them the fact that he had spent time restoring a Kings Lynn pilot cutter in the south of France and had had an emergency repair job to do on a Sharpie, but eventually the day dawned when he turned up at the barn, hitched me to his car and towed me the short distance to his workshop.

..... to be continued

Acknowledgements

In true Hollywood style, I would like to thank the Inland Revenue for the mistake that led directly to me being able to afford the repairs to Tapio, James Case for not flinching when he inspected Tapio with a view to repairing her and the numerous friends and colleagues who have assisted in getting Tapio and James together. For all your help, support and encouragement – I thank you.

Deb Struthers – DB378 Tapio

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A NEW DAYBOAT (or a Winter Project)

Between the snowfalls I managed to collect my new, unfinished boat from Chris Somner in Poole. This will be my fourth Dayboat, number 669, name still to be decided but any sensible suggestions will be considered. We all know that the Dayboat is a wonderful boat but why should anybody need more than one in their lifetime. Well, the truth is that so far none of them has been quite right. The first one, 365 and originally called Moondust, was very comfortable, spacious, but seriously overweight and would never be fast enough to match the competition. On all other counts it was a wonderful introduction to the Dayboat. Then came a spell with Daytripper 599, an out and out racing boat with all the bells and whistles. It was fast but it was never a proper Dayboat, too much string and nowhere to sit down. (Sorry, Gerry, if you read this). Mandarin 649, has been good compromise with proper side benches for sitting on, a competitive turn of speed and not too much string. It has taken twelve years to tweak and develop and, hopefully, most of these finer points will be carried over to 669.



Well I'm now well and truly committed – or perhaps I should be – to have everything finished and spic and span for the Alexander Dinghy Show next March. So what are the planned “improvements”? A proper Dayboat has to be an all round multi purpose dinghy. The new deck gives a significant amount of extra space in the boat. I've learnt that an old fashioned winch is more effective than any block and tackle for lifting the centreboard. A one-piece rudder and tiller is a real nuisance when it has to be stowed in the boat, or anywhere else, so this definitely has to be in two pieces.

So that's a start.

'Elf & safety:' It's cold outside - Peter is not risking making mistakes by working in such conditions - so the latest DB off the mould sits in the garage and waits.

Peter Hewitt DB 649 rising to 669

CONGRATULATIONS



Mr & Mrs James & Jo Hewitt
James is the 2010 class champion



Mr & Mrs David & Ellie Calk
DB 661 Moonrunner

