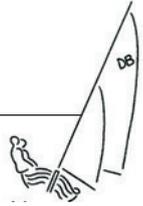


DAYBOAT NOTES

News from the Yachting World Dayboat Association

JULY 2012





DAYBOAT NOTES

CHAIRMAN'S NOTES

Here we are in July already. I heard this morning that even the migratory birds are getting confused about whether autumn has come early this year - and what happened to summer, anyway? This **is** the Summer Issue of Dayboat Notes so it must be warm and sunny, or am I missing something? Have a look at Phil Lokier's account of a typical Thursday evening at Poole on Midsummer's Day, for goodness sake.

Despite the weather, there has been plenty to report from the Clubs as you will read in this issue of Dayboat Notes, some of it on account of the weather. There have been Open Meetings at Poole and Bosham. Gravesend's will happen after this goes to press so will be written up in the Autumn issue. The season got away to a good start as usual at the Ally Pally RYA Dinghy Show, where once again it was fun to meet many Dayboaters past, present and, hopefully, future. Our stand looked really excellent thanks to the efforts of Bob and Kath Davis and thanks to Peter Hewitt for lending Merlin (DB 669) for the show and of course the members who crewed the stand over the weekend. As far as I recall, it also hardly rained at all that weekend.

Now, with the season well underway, we are looking forward to Dayboat Week at Fishguard. It is not too late to enter, by the way. If you have mislaid your paperwork, it's all on the website. As usual this will be a week of great sailing and great social activity. Peter Cross and his team at Fishguard Bay YC will, as always, lay on a really good event and Pembrokeshire will be as beautiful as ever. Mind you, I bet the River Gwaun has been providing its own spectacle lately. If you cannot make it this year, now is the time to put the 2013 dates in your diary, before the rest of life starts to impinge on the really important things. Don't forget – Royal Torbay YC 26th to 30th May.

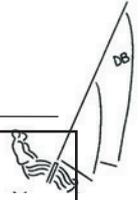
In this issue of Dayboat Notes (pages 3/4) you will also find the Committee's proposal regarding the Hull Mould, which has done sterling work but is now over 30 years old. We have an opportunity now to replace it with a new one which will also accommodate the existing deck moulding (new two years ago) and interior mouldings. This is an important step for the future of the Class and one which I hope you will support.

In the meantime, let's all hope that the second half of the Summer gives us balmy breezes and sunny days. Good Dayboating, everyone.

Iain Macpherson, DB 614 Dubloon

Cover picture: Dinghy Park with a view - see report page 5

DAYBOAT NOTES



THE COMMITTEE

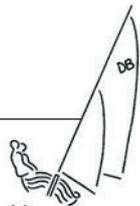
Iain Macpherson	Chairman	Bosham	01243 575652
Cass Macpherson	Secretary	Bosham	01243 575652
Bob Davis	Treasurer	Poole	01794 368118
Tim Parkinson	Webmaster	Thornbury	0117 9508033
Deb Struthers		Gravesend	01328 822066
David Cake		Poole	01202 730257
Sue Clayton		Poole	01404 376273
Kath Davis		Poole	01794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

MOULD TALK

We have been speaking a lot lately about replacing the hull mould for the GRP simulated clinker boats. The present mould produced its first boat in 1980 (Kittiwake, DB 585). Since then, another 66 hulls have been produced from it. Although perfectly good boats are still being produced, after all this time it is inevitable that an increasing amount of "fettling" has to be done which all adds to the cost, of course. We now have an opportunity to use the most recently produced hull as a plug for a new mould and the Committee is keen to take it up. Not only will this provide a new lease of life for the Class. But also the hulls from the new mould would be dimensionally the same as existing hulls, which would avoid any suggestion that 'the new hulls are faster than the old ones' which has arisen in other dinghy classes.

The cost of making this mould is going to be around £13,000, but it should have a life at least as long as the one it replaces. It will of course belong to the Association. As you will all remember, a mould fund was established at the AGM a couple of years ago and since then has been added to by way of members' donations and also by allocating part of the Association's surpluses of income over expenditure. As I write, this stands at £7,000 so we need to raise £6,000 to pay for the new mould. I should be happy to hear from any members



DAYBOAT NOTES

who would like to help by applying for Debentures – if we are overwhelmed by your generosity we will draw 12 applications out of the hat. This is a really important step for the future of the Dayboat Class and I do hope we can rely on you to help.

Iain Macpherson

How it would work – can you help?

The Association Committee invites offers from members to provide loans to enable the Association to commission a new hull mould during 2012.

The proposed arrangement is as follows:

- * Loans of £500 (or multiples) are invited.
- * The loans would be in the form of Debentures (unsecured) and would attract the benefit of a free annual single member subscription to the Association (equivalent to an annual interest rate of 3% with the current subscription being £15) for the duration of the loan.
- * Loans would be repaid within a period not exceeding 6 years. The current suggestion is that no fewer than two loans would be paid off in full each year, selection being by drawing of lots.

If you are likely to be able to assist the Association with a loan, or would like to discuss the proposal, please contact the Chairman or the Treasurer as soon as possible. There is no commitment at this stage, and the terms are to be finalised by agreement. All discussions and offers of loans will be confidential.

Iain Macpherson, Chairman, 01243 565652, Iain@belfrycottage.net

Bob Davis, Treasurer, 01794 368118, rd@rd-associates.co.uk

MOULD FUND - A very big THANK YOU

to all of you who included a donation to the mould fund with your annual subscription. This raised £502. Poole and Bosham Dayboat fleets have also made donations. The fund now stands at just over £7000.

If you would like to make a donation, please send

BACS Payment to

Lloyds TSB a/c The Yachting World Dayboat Association;

No. 00774370; Sort Code 30-96-73

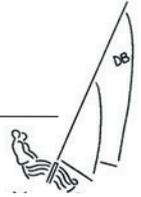
or cheque payable to The Yachting World Dayboat Association

To Bob Davis, Hon Treasurer.

Thank You

The Holt, Upper Timsbury, ROMSEY, SO51 0NU

DAYBOAT NOTES



NEWS FROM THE CLUBS

Bosham Sailing Club

With 13 Dayboats now in the Club, it seemed a good time to have an Open Meeting. Consequently this took place in the middle of May and here are snippets from "Crewella's" write up of the event.

YIPPEE, your ace reporter has been let loose with the Yachting World Dayboat fleet again ...

... It all started on the Saturday, when Yachting World Dayboats from Poole and Gravesend started arriving at the most picturesque dinghy park in the country. Fiona and David MacFarlane had very kindly offered to let their front garden act as a gathering place/boat park and then promptly vacated their home for the day. Fortunately, when the first visitors arrived, Cass and Iain Macpherson were there to assure Roy and Wendy Davies that yes, it really was ok to push their boat onto a Chelsea Flower Show type lawn and no, this really wasn't a usual sort of dinghy park ...

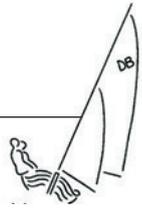
... By now, David and Fiona had returned home and they appeared to be remarkably blasé about having fifty plus people to supper ...



... On the water, it was a bit more interesting. John and Phil Lokier seemed to be rather aground, there was quite a lot of starboard from Jan and Barry Colgate on Piu Mossu and John Webber and Robin Kent stayed out of trouble by starting in irons. Ian Norman and Steve Robson had a highlight of their day by making a great start and David and Fiona MacFarlane chose to sail inshore whilst DEJ and Greg Grant opted for the middle route to the first mark.

Mark and Shirley Stanton were the first round, closely followed by Wendy and Roy Davies from Poole YC. There were two levels of enjoyment on board Scaup, one loving it and one enjoying – a bit! ...

... Mid way through the race, out at the front, Mark and Shirley Stanton were valiantly chasing the Blewetts – Mark and Shirley looking quite damp and Chrissie in particular looking as though she was racing in her own monsoon. On this leg, the Davies sailed close enough to the committee boat for it to be possible to see that they were still enjoying the first race, closely followed by DEJ and Greg in a borrowed YWDB. This was their first time in an YWDB and



DAYBOAT NOTES

DEJ could frequently be seen frantically looking behind him for the extra 4 feet that he gets with his Chichester Harbour 18. And Greg was just being Greg, in his old grey unwaterproof jacket, peering blearily through his specs, shielding his helm from most of the spray and issuing instructions ...



Yes - you are right, there is not a lot of water at the other side of that mark!

... It was left to David MacFarlane to steal the show, which he did by falling out of his boat. Never one to do things by halves, he and Fiona had just executed a perfect roll tack when David reached for his toe straps – that weren't there. A double back flip with his toes beautifully pointed followed this, as he disappeared into the water, followed by a furious squawking as Fiona followed him, followed in turn by the boat itself as it gently capsized ...

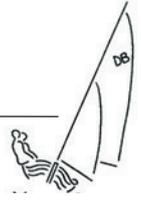
Crewella doesn't do results and dull details like that but for the record, Colin and Chrissy Blewett in *Majo* were clear winners of the three-race day and carried off the trophy, with Peter Hewitt and Chris Lockett second in *Merlin*. Third were James Davies and Chris Somner in *Widgeon*, followed by David Edmund-Jones (DEJ) and Greg Grant in *Debutant* and Wendy and Roy Davies in *Mandarin*. The full results can be found on the BSC website by following the links through *Racing Results*. Apologies for the naming errors especially to the legendary *Turpins* who crewed in two of the boats – Rob Turpie and Roy Turner, if you hadn't worked it out.

Crewella's full article is also on the BSC website by following the *Classic Dayboat* links. The pictures can be found by clicking on *Photos* along the top of the *Home Page* and picking up the sub-file in *Picasa*. (boshamsailingclub.com)

Is your club represented here?

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

DAYBOAT NOTES



Gravesend SC

There has not been a great deal of sailing news to report at this point of the season, 3 boats from the club attended the Bosham Open - a huge thanks to all Bosham team as we thoroughly all enjoyed the weekend.

Aggie J one of GSC's safety boats took part in the Queen's Diamond Jubilee Pageant, sailed by Dayboat sailors Steve and Penny Davies, Adam Gray and John Mullen. Despite the rain and the 14 or so hours spent on an open boat, they all said it was a fantastic event.

The Olympics is almost upon us and as part of the security measures all boats sailing on the Thames up river into London between the 15th July and 16th September will be required to display a Recreational Vessel permit which can be obtained from the Port of London Authority. This will hopefully prevent any unnecessary attention from River Police and Marines who will be mounting patrols.

Three GSC dayboats, Widgeon, Yaki Dah and Isis are taking part in the English Raid 3, sailing in company with 25 other dinghies of various types, up the east coast from the 1st-5th of August. Once again they will sleeping aboard, and enjoying the wonderful drought conditions we have at the moment. At the time of writing, there are numerous flood warnings in place up and down the country, so they may be useful lifeboats. They will certainly show the versatility of the YWDB. If you want to find out more about this adventure check out the links from the YWDB web site.

Don't forget the GSC Open is on the 21st and 22nd of July contact me for details.

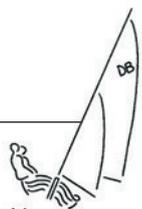
Geoff Honey DB 636 Phoenix

Thornbury SC

Midsummer has been and gone with only 5 of the usual ten or so DB on moorings. The highlight of DB activity is a current second overall in the Midweek Handicap Series, sailed so far in winds less than force 3, and a cruise upriver from Oldbury Pill. In five hours on the water the only other boats of any type seen were the Purton Hulks which last moved about 66 years ago. And for those who associate the Severn with mud I include photos showing one of our fine sandy beaches.

Tim Parkinson Avocet DB 565





DAYBOAT NOTES

Poole YC

Many Poole Dayboats appeared on the pontoon early in April, encouraged by fine weather early in the season, but as we know all too well the climate has not been kind for the last two months, with several races being abandoned through weather (see page 9). However, turnouts for racing on Monday and Thursday evenings have held up remarkably well, with up to 16 Dayboats on the water, and the weekend series on Saturday afternoons attracted up to 9 boats. The usual faces tended to find the front - Bob Clewer in Déjà Vu (670), Ron Lovett in Eliza (602) and Pete Hewitt in Merlin (669) although the racing is very tight and others are not far behind (and sometimes in front) with Anita Habgood (Second Fling - 623), Cherry Giles (Damon's Daughter - 606) showing well and Roy and Wendy Davies getting to grips with their 'new' boat Mandarin (649).



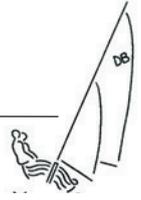
The annual Dayboat Open Weekend was held on 7th and 8th of July. The 'round the harbour islands' races for the Tanglefoot Trophy, a traditional and popular feature of the event on the Saturday, was abandoned before the start because of strong, gusty winds and heavy rain, which were forecast to last all day, and very poor visibility. This seemed to be something of a relief to the seven Dayboat crews who had rather reluctantly rigged their boats in

preparation but had got very wet before even leaving the pontoon. All returned to the Club and enjoyed the cups of tea and, of course, the wide range of cakes without which no Dayboat event would be complete. So a free afternoon provided the opportunity to keep dry and watch the Grand Prix qualifying and the tennis (or whatever), before returning to the Club in the evening for an excellent Carvery Supper.

The weather on Sunday looked much more promising, with a forecast for sunshine and moderate wind, and (for once) the forecast was correct. 'Round the marks' courses were laid in the harbour by Race Officer Martin Nickolls and his team, with the start line laid from David Bran's Bowman 40. The fleet was somewhat depleted, with several Dayboat 'regulars' unable to attend, but fifteen Dayboats (including three visiting crews) enjoyed three competitive races.

There were frequent wind shifts, leading to many changes in position, but Poole crew Bob and Margaret Clewer used their boat speed and local knowledge to emerge at the front of the fleet to win all three races. Other places were hard

DAYBOAT NOTES



fought, with visitor Michael Hewitt pulling through to second place with Sue Clayton third. Phil Lokier presented the Newton Trophy to the winners, and bottles of wine were distributed to the first three crews. Gifts were also produced to thank the duty team, rescue boat crews and others who contributed to a very enjoyable event – a pity about the weather on Saturday, but it's been 'that sort of year' (so far, anyway – we hope for better things to come)!

Results

- 1 DB 670 Déjà vu – Bob and Margaret Clewer (Poole YC)
- 2 DB 669 Merlin – Michael Hewitt and Natalie French (RYA)
- 3 DB 650 Hullabaloo – Sue and Howard Clayton (Poole YC)
- 4 DB 660 Widgeon - James Davis and Adrian Bannister. (RYA)
- 5 DB 606 Damon's Daughter – Cherry Giles and Malcolm Palmer (Poole YC)

Just Another Windy Thursday ..

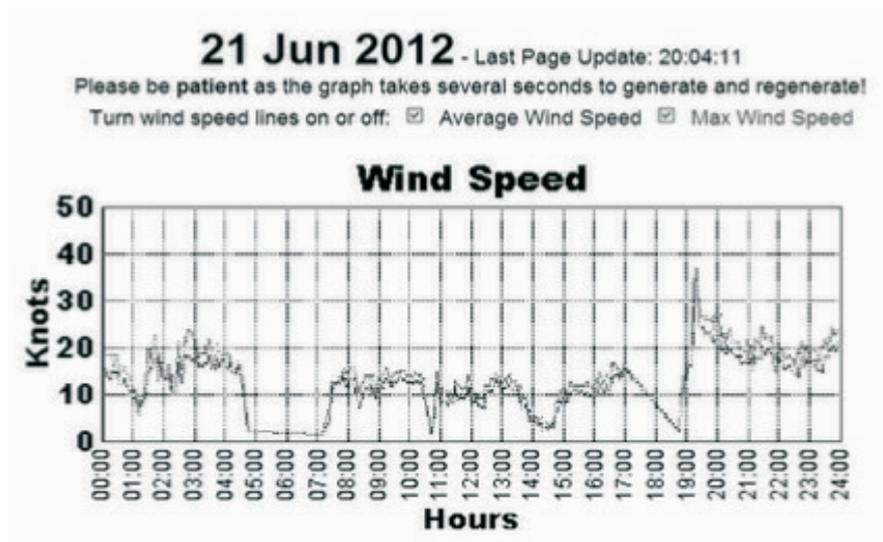
...Thursday 21st June – Midsummer Day

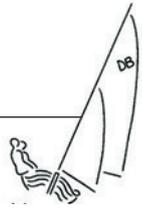
Six Dayboats left the haven of Poole YC wondering what to expect. The forecast was unpromising as we had heard that there was 35 knots of wind at Portland, heading our way – but that was 35 km away. We were unperturbed. We only wanted a short blast. This is exactly what we got.

Initially, as we left the haven it was blowing a gentle 8 knots, but the direction had already turned through 180°. Never mind, off we went and all was well for the first round of the course, about 20 minutes. My, how things can change.

Déjà Vu (670) had already returned to base – Bob had seen it all before. Suddenly the rain came down in

bucketfuls and as we approached the gybe mark, just off Brownsea Island the 35 knots that was at Portland hit us. Gybing was no longer an option. Several seconds later tacking was also a challenge. Merlin (669) in the lead had already decided racing was over, survival was the issue. Don't Panic (632) was of the same mind but continued towards the mark. Eliza (602) and Black Pig (609) were already heading home. Black Pig arrived safely, but Eliza's mast, under the force of the wind, broke in half only 20m from the marina entrance. Mandarin





DAYBOAT NOTES

(649) had capsized having lost her rudder – although not lost, the helm was still holding on to it! The helm's message to the crew? "S... we're in trouble, Roy!"

It was clear from the number of capsized GPs and Lasers that racing was abandoned and survival and rescue had taken over. All Club rescue boats were brought out and even the Marines joined in, with a rescue helicopter hovering overhead – had I known about this I would have been quite happy to capsize. (sorry John)

Blimey – what a night, and I only wanted a short blast.

Phil Lokier DB 632 Don't Panic

Sadly, we have to report the death of two former Officers of the Association

Jim Twyman (Hon Secretary 1966 – 1971)

Jim was a lifelong sailor and joined Gravesend SC in 1946, travelling to the club by bus, and normally staying there the whole weekend. In 1964 he was the third club member to acquire a new DB from Lew Walker of Southend. His DB was Tapio, DB 378, which has now been carefully restored by his daughter, Debs, and in which he was able to sail again in 2011.



Jim crews in Tapio last year

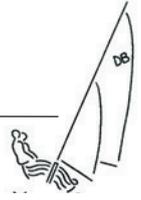
In 1966 he became Hon Secretary of the Association and held this office for 5 years. Over 60 new boats were registered in this period and Jim and his hard working wife, Jean, made it their business to get to know all members. Jim was largely responsible for resolving the arguments that had resulted in different handicaps for clinker and smooth hulls with the result that all Dayboats raced once again to the same Portsmouth yardstick.

He retained a close interest in the Dayboat and the Association and only ceased to attend our AGM a couple of years ago. He has left us a splendid legacy in the shape of the members of his family who sail Dayboats so actively.

Peter Mason (Hon Treasurer 1983 – 1995)

Peter joined Thornbury SC a year or two after its foundation in 1949 but then moved away until the late 1970s when he re-joined and acquired DB 138, Kim, an early cold moulded smoothie. He had a set of red sails and often sported a pipe when afloat and the conditions allowed.

DAYBOAT NOTES



In 1983 he was persuaded to take over the Association treasurer's post from the long serving Hu Small, who had been in post for 11 years. Peter soon acquired one of the early home computers and moved the membership list onto it. His csv format membership lists were remarkably compact and useful. Thus he could claim to have paved the way for today's web database with membership and boat data.

Peter's DB activities ended in the 1990s when a car accident left him with permanent mobility difficulties and it was in 1995 that he handed the treasurer's responsibilities over to John Yonwin. Thus Peter's term of 12 years is the longest anyone has held the post of

Treasurer in the Association. A proud record for which he is fondly remembered.

Tim Parkinson Avocet DB 565

We would like to welcome new members

Mark James, Poole YC, DB 635 Young at Heart

Judy Roberts, Bosham SC, DB 614 Frin

Mark Ross, Bosham SC, DB 637 Just Resting

Robin Kent, Bosham SC, DB 600, Muriel

Ginny and David Kidd, Bosham SC DB 586, Moley

John Auty and co-owner Martin Atherton, Ribble SC, DB 538 Nausicaa

Bill Baker and Fran Hamilton, Teign Corinthian YC, DB 272 Ginny

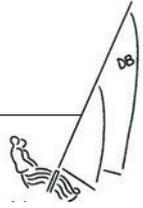
Alastair and Jacqui Seaton, Bosham SC, DB 616 Debutant

Edward, Melissa, Emma and Isla Harland DB 481 Eliza Jane

Kenneth Baker, Dell Quay SC, DB 566, Carousel

...and finally Lucas Cake, who will soon be crewing for Dad, David DB 661, Moonrunner, or Grandad Richard DB 583, Instant Sunshine.





DAYBOAT NOTES

The RYA Dinghy Show – Alexandra Palace

The RYA Dinghy Show in March seems to appear on the horizon almost as soon as we have recovered from the last one – could it really be a year ago since we were last here? Taking a stand at the Show, and setting it up with display boards and a tidy Dayboat, involves a lot of time and effort and significant cost to the Association. However, the Committee believes it is essential for us to be there to keep the Dayboat on view. And everybody who turns out to help on the stand seems to enjoy it.

Pete Hewitt with Sally trailed Merlin (669) up to Alexandra Palace on Friday afternoon. Pete had spent a lot of time polishing and tidying and the boat looked even newer than it did last year! Ally Pally is an impressive venue in many ways but was not designed for 21st century exhibitions, and access for boats and trailers is awkward. Because our stand is near one of the main doors many other exhibitors have to cross our 'patch', which means we are one of the last to set up.. This gives us time to do a bit of networking, as we can wander round and disturb other folks trying to build their stands. Once we had sorted ourselves out the stand looked pretty inviting, we thought, with red carpet (see website for colour picture) and (new for this year) spotlights on the display boards.

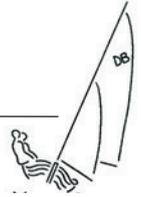


There was plenty of interest over the weekend – many people told us they had owned or sailed a Dayboat in the past and wanted to reminisce, some just liked to look and chat, and some who were actually looking thinking about buying a boat. All very sociable. And we are getting pretty slick at packing up on Sunday evening, and being near the exit means we are at the front of the queue and can get away quickly and beat the rush.

Thanks to all who came to help out. There is plenty to see at the Show, so why not make a note to visit next year and spend some time on the Dayboat stand?

Bob Davis DB 641 Lucky

DAYBOAT NOTES



And now for something completely different – or is it?



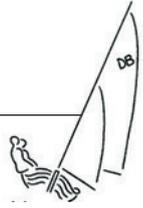
There has always been a bit of a barroom debate over the relative performances of wood & GRP dayboats. Until this year, I had never helmed a GRP dayboat in a race so was a bit biased towards a wooden hull.

I have been sailing my glued clinker DB 647, Alice, on and off since I built her in 1994. The boat has generally held up well but two years of neglect when the boat was kept outside whilst we built our house have taken their toll on the decks. The remedial work required cannot be satisfactorily achieved in an unheated garage in winter and in the summer I want to go sailing and rowing.

The conundrum was neatly resolved when in 2010, an all-GRP dayboat (DB 653 Majo) appeared in the “Boats for Sale” on the dayboat website at the same time that we received the VAT rebate for our self build home. The plan was to prepare DB 653 for racing since the previous owner had fitted it out for cruising. This took a year longer than expected and was completed this spring.

The next stage is to do the work on Alice then sell Majo to repay the household deficit. These stages may take even longer.

I was keen to try to make the comparison between wood & GRP as realistic as possible and fitted out Majo similarly to Alice, fixed rig, single ended controls and side benches (how do helms manage without them?). I used the sails and flyaway pole (how do crews manage...?) from Alice and race with the same crews. The only real difference then, being the plastic envelope connecting it all together.



DAYBOAT NOTES

First impressions of Majo? Makes a different sound in waves to a wooden hull and the long overhang on the inside of the sidedecks render it much more comfortable to hike than Alice. It is much less twitchy in the gusts than Alice and seems easier to keep in the groove going upwind.

How does Majo perform? I have completed 4 "round the cans" races at Poole with mixed fortunes ranging from very good to very mediocre (can you have very mediocre?) the best result being in fresh conditions which also seemed to suit Alice.

Last weekend was the Bosham Open Meeting (there is a rumour of another one next year, get there if you can, you'll be glad you did) held in moderate to fresh conditions over Olympic style courses and in these conditions at least, Majo was every bit as quick as Alice and a lot more comfortable.

There we have it then, no real difference in performance although they feel very different to sail.

I am warming to plastic.

Colin Blewett DB 647 Alice & DB 653 Majo

Stephen Beresford of the Good Wood Boat Company has submitted this article. A new wooden boat may not be on many members' shopping lists, but it reminds us that the traditional boatbuilding skills are alive and well. (Ed)

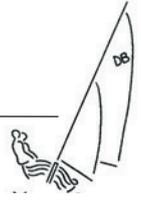
A New Wooden Day Boat?

Over the last few years I have met a number of YWDB Association members at the RYA Volvo Dinghy Show and also at Bosham Sailing Club's first Classic Revival in 2011. As a builder and sailor of classic racing dinghies I have always enjoyed both the conversation and also racing with YWDBs, so it was a pleasure to provide information and prices for a new build wooden YWDB for the Association's website, when I was asked to by Tim Parkinson. With website links in place it was suggested that I write a piece for your newsletter in order to introduce the 'Good Wood Boat Company'.

Good Wood Boat Company is a specialist builder and restorer of traditional wooden boats. We work to high standards and as a result have had many opportunities to build race measured dinghies for clients and also pattern boats for other builders / mould makers. For example, we are currently producing moulds, jigs and plank templates alongside a newly built clinker rowing boat for the Keswick Launch Company - the first on Derwentwater for more than 30 years.

Race measured clinker boats are our passion and our range includes: National Redwing, Tideway, International 12 Foot dinghy and National 18. This is our

DAYBOAT NOTES



core business and new build in clinker is something we do all the time. This has enabled us to develop in house skills, acquire specialist equipment and to keep appropriate timber in stock. In turn this allows us to provide competitive prices, but not prices which are too low and therefore unsustainable.



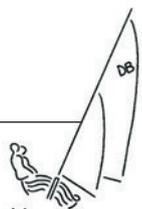
Good joinery and boat building skills are essential if a clinker boat is to be leak free without having to rely on copious amounts of modern adhesives, sealants and finishes. We have over the years worked hard at getting this right and our boats are expertly built, robust and provide good racing performance. For example, our current show boat, a National Redwing, has performed well and proved competitive, when racing against the fastest boats in the Redwing fleet. It was the winner of the Concours d' Elegance at the 2010 RYA Volvo Dinghy Show.

In summary, having built very similar boats to the wooden YWDB, I'm confident we can build fast accurate and eye catching Day Boats that perform well, look great and offer good value for money for a hand crafted, traditionally built clinker racing dinghy (see photos).

If you would like to know more then please visit our website www.goodwoodboat.co.uk alternatively, if you would like our current indicative price list, then please contact me.

Stephen Beresford, 01900 821236, info@goodwoodboat.co.uk

You are invited to
DAYBOAT OPEN MEETINGS 2012
GRAVESEND SAILING CLUB on 21st & 22nd JULY
Contact Geoff Honey - geoff.h2@ntlworld.com - 01322 229751



DAYBOAT NOTES

18 to 25 AUGUST

DAYBOAT WEEK 2012

at FABULOUS
FISHGUARD

Are you coming ?
Have you entered?

What about next year?

Royal Torbay YC

26th to 30th May 2013