

# DB NEWS

JULY, 1964.

No. 34.



EDITORIAL

1.

3

This is but the second DB News and yet I have a moan ! An Editor's job, I thought, was to sift an abundance of material, not so much to cajole articles and to await correspondence. How about it ?

For the next edition I have in mind a "Round-up of Regattas" with results and reports of at least the Regattas listed in DBN 33 so would Sailing Secretaries and/or members please furnish me with the gen.

We are fortunate in this edition in having another fine account of Dayboat Week, the first instalment of "The 14-foot Day-and-Night Boat", and another idea from Gordon Anderson.

P.M.D.



2.

### DAYBOAT WEEK

The eighth Annual Dayboat Week and Championship took place under the burgee of the Brixham Yacht Club with the racing out in Torbay.

After a weekend of heavy rain and near gale force winds which caused the cancellation of the practice race on Sunday afternoon, the weather improved on Monday to give sunshine, and winds mainly between 2 and 4, which was to last until the completion of the final race on the Friday, whereupon the rain returned.

Thirtynine entries was a great improvement on last year and with fourteen clubs represented, gave a greater cross-section than we have ever had before. Fifteen helmsmen and their crews were newcomers to the week and from what I heard, they all enjoyed themselves and are planning to come again. We were very pleased to see no less than four boats from the Clyde.

Unfortunately once again only three entries arrived for Section B and this is always a disappointment to us. This year, a new rule was introduced which ensured that the leading Section B boat had to finish within the first six of the fleet, otherwise the trophy would not be awarded and no prizes given. In fact, no 'smooth' boat did this and so the only award made was the Poole Points Trophy which went to Mr. E. W. Marshall of the Medway Y.C. for gaining the highest number of points during the Week.

This was the third time we had been to Brixham where we have learnt to expect great hospitality and a special welcome for Dayboats whose crews seem to fit into the atmosphere of this well appointed club so well.

Our thanks must go to the Officers and members of the club, who, together with the assistance of the Torbay Sailing Association, gave up so much of their time to ensure that the racing and social activities progressed so smoothly. Special mention must be made of the club Hon. Secretary, Mr. S. J. Mitchell ('Mitch' to us all), without whose presence, the Week at Brixham would not be the same. We must also thank Doug Prunier, who was unable to take part, but came down for the Saturday and Sunday to scrutinise the boats - a thankless task but of great importance. Also Sq/Ldr Brian Kiddle **Morris**

who spent the Week on the Committee Boat as the Association's representative.

The only possible criticism was that Brixham Y.C. were also host to the Mayfly Class National Championship. As only a small entry was expected from this class it was decided to accommodate them under the same organisation as the Dayboats by using the same Committee boat and course, but starting the Mayfly's fifteen minutes earlier. Unfortunately the Dayboat leaders caught up with the Mayfly rearguard and suffered dirty-wind interference during the important final stages of the race. On the social side, I'm afraid the Dayboats crews and their friends rather swamped the Mayfly's and we hardly noticed they were there !

The first race on Monday saw a Force 2 - 3 wind and the fleet off to a good start, apart from some boring at the Committee end of the line. Once clear, half split on to port tack but a wind shift favoured those on starboard. Nevertheless, Kerri (Canon D. O'Hanlon) leading the port section was first round the windward mark, but he was closely followed by Pippin (M Grant), Seasprite (H.Boulcott) and other boats from the starboard tack.

The previous year's champion - J.J.Church Stevens' Spartan, again sailed by J. Cake, made a bad start as did the runner-up, Daylight (A.G.Anderson) and they were 7th and 14th respectively round the mark. Their positions improved during the first lap, however, when a windshift on the windward leg enabled Daylight to move up into second place, followed immediately by Spartan. Daybreak (G.Wyllie), Surf (K.Short) and Nimbus (M.Hield) were 4th 5th and 6th while Pippin and Seasprite dropped back, never to recover.

Kerri continued to hold her lead throughout the race, although lessening it slightly on the windward legs, she more than made it up each time on the reaches which appeared to favour her

The completion of the second lap saw one change in the leaders - Spartan took second place from Daylight and this order was kept until the final windward leg when Kerri crossed the line only two boats lengths ahead of her. Daylight did a short tack to clear her wind from some Mayfly's but then a wind change enabled Daybreak to lay the line and slip into third place.

4.

The Tuesday morning points race started in a Force 4 wind with every indication that it would freshen but during the race it shifted about and finally dropped away to 1 - 2. Two boats from the Clyde, Daybreak and Smuggler (A.Campbell) were first round the windward mark followed by Annabelle (Col.C.Brounlie), Spartan and Daydream(M.Wilson). On the reaches there were few changes but during the second and third windward legs, Spartan moved into the lead followed by Siwan (M.Bowyer) and Tuesday - a glued-ply clinker boat sailed for this race by her builder, J.Donne. Spartan and Siwan finished in the lead but Tuesday, Surf and Daylight found themselves headed right on the line and had to tack. Daybreak, in eighth position and well to windward was able to free and sailed over in third place.

For the long distance race in the afternoon, the light, southerly wind gave the fleet a long run from the starting line in the entrance of Brixham Harbour, across Torbay on a shortened course to a mark off Torquay, and thence on a tight reach and finally a beat to the finishing line at Paignton.

The multi-coloured sails goosewinged in the brilliant sunshine made a beautiful picture as the boats spread out in line abreast some quarter of a mile wide. They were to stay in this formation until bunched together, they rounded the mark off Torquay Harbour. Only then did the race really begin. Surf sent out in front and romped away to finish first, while Siwan and Kerri worked through from the middle into second and third places.

Daylight, who rounded the Torquay mark at the very back of the fleet, worked right up to fifth and although she had gone out to windward when she noticed that the wind was heading the fleet off Paignton, and was able to lay the line while the leaders had to tack, she found herself covered and luffed by a Mayfly (which was under the mistaken impression that it was a handicap race for both classes!) and she was unable to break through.

Across the finishing line, the fleet sailed straight into the tiny harbour of Paignton where, although there just didn't seem to be room, they all succeeded in tying up to the Quay. Here the crews were entertained to a simply marvellous tea by the ladies of the Torbay S.C. I don't think they quite knew what had hit them!

Wednesday and the start was delayed to find a true wind

which had gone round to the West - more or less - Force 2 - 3. There was much baulking at the starboard end of the line but once clear of the line the fleet split, leaving Annabelle to short tack up the middle to round the windward mark first. Four hundred yards behind came Siwan, Dauphine (J.Barker) and Damon (D.Tanner). The latter, having broken a rudder fitting before the start, was steering with an oar and did very well, especially as the wind came up and gusted 4, particularly at the gybing mark.

The downhill legs of the course consisted of two broad reaches during which the fleet formed line astern with little change in positions; the main changes taking place on the windward beats.

At the end of the first lap, Annabelle was still in the lead but this had been shortened by Siwan, and Spartan had come up into third place. At the end of the second lap Spartan had taken the lead and Annabelle had dropped back to eighth place. Daylight who had been steadily working her way up from the middle of the fleet took advantage of a shifting wind, gained six places and slipped round the mark just ahead of Siwan into second place. However, once on to the reach, Siwan with her fuller mainsail soon regained her position. Close behind in fourth and fifth positions and sufficiently close to harrass Siwan and Daylight were Seasprite and Nimbus. Once on to the final beat, Spartan increased her lead unchallenged but the next four boats battled hard for the next two places. Siwan covered Daylight successfully throughout while on one tack Seasprite caught Daylight port and starboard but she was able to regain her third position at the finish. Dauphine slipped into fourth, leaving Seasprite in fifth.

Thursday's race started in a gusty Force 4 westerly wind. Daylight coming to the line a little late was able to break to port and a clear wind; pointing high, she reached the windward mark well ahead of Siwan, Spartan and Dauphine, who rounded in this order and the remainder of the race was really between these four.

The downhill legs of the course were once again two reaches and as these boats were sailing at their maximum hull speed and not quite able to plane, they maintained their distance on these legs each lap. Any possible changes had to be made on the beats.

6.

On reaching the windward mark for the second time, Daylight had increased her lead and the other boats were still in the same order. However, during the second lap, the wind increased to 5, gusting 6 and Daylight found it hard going while Siwan with her heavier crew was able to overtake. At the windward mark, it was found that Spartan, who had broken away on her own, had taken the lead.

Once again the boats fell into line on the reaches with Dauphine still lying in wait in 4th place. A wind shift during the first reaching leg of the last lap enabled the boats to get onto a run with headsails goose-winged but it did not last long and they finished the leg reaching to gybe round the mark.

On rounding the leeward mark with the wind still freshening, Siwan was really able to take advantage of her extra weight and she finally finished first.

Although Spartan once again broke away on her own, she also lacked weight and on closing the finishing line, she found herself third to Daylight who crossed only a matter of seconds ahead of her, leaving Dauphine still lurking in fourth place.

When the boats went out to the start for the final race on Friday morning, the Championship was already Spartan's, providing that Siwan didn't finish in first place.

The wind which had gone round to the east during the night, dropped away, leaving a very lumpy sea running. The start was postponed for half an hour hoping for some wind but finally the starting gun went and the fleet, rolling, with flapping sails and little steerage way, tried desperately to get across the line.

It was over an hour before a Force 5 wind came in from the South East to carry the boats to the windward mark. As the wind arrived it was a matter of luck as to which boats received it first.

The course had already been shortened to one lap and on the final beat, Kerri, although nicely placed to cross the line first, mistook the finishing line and tacked, letting through Dauphine first, and Siwan second. Nimbus, who might very well have finished third, lost her crew overboard close to the line and finally finished 14th.

Spartan finished thirteenth but as Siwan had failed to finish first, the Championship was hers for the second year running. However, it was very close as there was only a  $\frac{1}{4}$  point between them.

It will be seen that the Championship actually lay between the same four boats as the previous year, namely, Spartan, Siwan, Daylight and Kerri. Two boats from the Clyde, Dauphine and Daybreak, offered a strong challenge and gained places in two races, but were not consistent enough to beat the other four over the whole Week's racing.

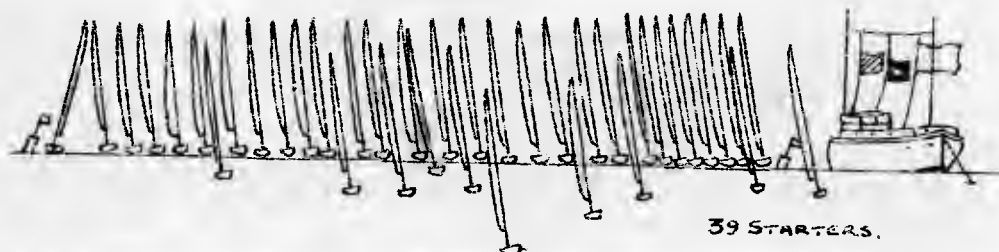
Spartan and Daylight enjoy the same weight of wind - not too much and not too little. Daylight is shy at the start and goes in at the back of the fleet, hoping for an opening and usually spends the first lap working up through the fleet. She points high and always gains on the beat. Siwan likes a blow but always goes well downwind. Kerri likes light weather and is also at her best off the wind. Kerri was, in fact, the only boat which, having gained the lead at the first windward mark, held it throughout a race. The racing was therefore very keen and close, a small mistake on the part of a leading boat was usually fatal. Different weather conditions could have meant a different Champion but probably one of these four.

John Barker in Dauphine earned the Seamanship Trophy when he picked up the crew of a capsized Mayfly very smartly and ferried them to the Committee boat. This was before the race and before the rescue boats were on station. There was a sequel when some thirty minutes later, a rescue boat spotted the upturned Mayfly and circling desperately she couldn't find the crew. She fired rockets which brought a helicopter to the scene. It was only when she went to the Committee boat to report their loss that she found the crew were safe.

On the social side, the Week started on Monday evening with a Reception at the Clubhouse, followed by a Fork Supper. On Wednesday, there was a dance at the Parkham Wood Hotel; on Thursday, the A.G.M., and the Week ended with the Prize-Giving and Party on the Friday evening. The Club was packed out each lunchtime with crews seeking refreshment after their efforts afloat.

Thus another Dayboat Week is over, and it is hoped that those who took part this year will persuade others to join them next year - the more the merrier!

S.E.A.





8.

DAYBOAT WEEK RESULTS

Section A.

WESTON BAY CHAMPIONSHIP CUP & Y.W. POINTS TROPHY

1. 205 Spartan J. Cake Poole Y.C. 797 $\frac{1}{2}$  pts.
2. 188 Siwan M. Bowyer, Poole Y.C. 797 $\frac{1}{4}$  pts.
3. 21 Daylight A.G. Anderson Axe S.C. 789 pts.

J. C. Payne Cup

1. 275 Kerri Canon D. O'Hanlon, Poole Y.C.
2. 205 Spartan
3. 26 Daybreak G.R. Wyllie, Royal Gourock Y.C.

E. W. Cake Trophy

1. 205 Spartan
2. 188 Siwan
3. 26 Daybreak

Aberdonian's Cup

1. 205 Spartan
2. 188 Siwan
3. 21 Daylight

Marlow Rope Trophy

1. 188 Siwan
2. 21 Daylight
3. 205 Spartan

Poole Y.C. Cup

1. 379 Dauphine J.R. Barker, Royal Gourock Y.C.
2. 188 Siwan
3. 275 Kerri

Tratman & Lowther Trophy

1. 246 Surf J.K.Short, Poole Y.C.
2. 188 Siwan
3. 275 Kerri

Married Couple Trophy

Mr. & Mrs A.G.Anderson in Daylight

Seamanship Trophy

- 379 Dauphine J. Barker, Royal Gourock Y.C

Section BPOOLE POINTS TROPHY

- 145 Speedwell E.W.Marshall, Medway Y.C.



SECTION A											
Sail No.	Name of Boat	Helmsman	Club	M.	T.	W.	Th.	F.	Pts.	Final Posn.	Long Dist. Race.
205	SPARTAN	J. Cake	Poole Y.C.	2	1	1	3	13	797½	1	4
188	SIWAN	M. Bowyer	" "	6	2	2	1	2	797¼	2	2
21	DAYLIGHT	A.G. Anderson	Axe S.C.	4	6	3	2	10	789	3	5
275	KERRI	Canon D. O'Hanlon	Poole Y.C.	1	R	7	8	3	785½	4	3
379	DAUPHINE	J.R. Barker	Royal Gourock Y.C.	16	11	4	4	1	784½	5	21
26	DAYBREAK	G.R. Wyllie	" "	3	3	13	10	4	784	6	14
246	SURF	J.K. Short	Poole Y.C.	5	5	6	5	R	783	7	1
31	SEASPRITE	H.D. Boulcott	Royal Gourock Y.C.	8	7	5	15	11	773	=8	8
122	PIPPIN	M.D. Grant	Thornbury S.C.	7	12	11	7	6	773	=8	13
88	DAMON	D.R. Tanner	Poole Y.C.	12	9	10	6	7	772	10	26
292	SMUGGLER	A. Campbell	Royal Gourock Y.C.	17	10	19	9	5	763	11	9
296	BLUE DOLPHIN	G.M. Durman	Minthead S.C.	9	14	R	17	8	756	12	11
241	NIMBUS	M. Hield	Axe S.C.	10	18	9	16	14	755	13	22
153	MADCAP	A.G. Davis	Poole Y.C.	11	R	18	14	12	749	14	NS
314	ANNABELLE	Col. C. Brounlie	" "	15	8	8	R	25	748	15	NS
320	DAYDREAM	M.G. Wilson	Thornbury S.C.	26	13	14	11	22	744	16	12
1	PRUDENCE	R.G. Warren	" "	14	15	R	12	21	742	=17	17
225	ARIEL	Dr. R. Leighton	Minthead S.C.	13	20	12	R	17	742	=17	25
198	EEYORE	K.L. Price	" "	33	24	22	13	9	736	19	20
3	TURMOIL	I.R. Bendall	Chepstow & D.	18	17	17	20	16	735	20	6
152	DAZE	R.C. Nae	Minthead S.C.	18	16	25	1	R	727	21	19

380	BOY ROB	A.T.Fer	Tamar River	20	21	16	2	NS	722	22	16
95	TERN	G.B.H.Mann	Brixham <sup>S.C.</sup> Y.C.	23	26	15	19	*19	721	23	10
210	GINN FIZZ	N.J.Ridler	Minehead S.C.	28	28	21	22	15	718	24	18
270	WINDWHISTLE	F.T.Meacock	Ruislip S.C.	21	19	23	NS	R	714	25	NS
329	GANNET	E.Donati	Minehead S.C.	32	25	R	21	18	711	26	NS
372	MELODY	J.G.Giles	Chepstow & D.Y.C.	24	23	R	23	26	708	27	7
312	BARBAR II	W.G.Whitting	Tamar River S.C.	27	30	24	NS	20	703	28	24
242	CIRRUS	K.W.Coffey	Axe S.C.	25	27	R	26	24	702	29	NS
349	PUFFIN	A.J.Drew	Gravesend S.C.	30	29	R	24	23	699	30	23
272	DEBONAIR	W.N.Frith	Leigh-on- Sea S.C.	31	32	26	R	NS	687	31	NS
69	DULITE	Dr.L.Carter	Brixham Y.C.	36	R	NS	27	NS	507	32	NS
344	PADDY BURNS	B.Frampton	Poole Y.C.	22	22	Disq	NS	NS	358	33	15
381	TUESDAY	F.A.Horrocks	Tamar River S.C.	29	*4	20	NS	NS	353	34	NS
157	WESTWARD	F.G.Holmes	Mayflower S.C.	34	NS	27	NS	NS	341	35	NS
8	HO-TAI	Dr. P.E.Howarth	-	35	31	NS	NS	NS	336	36	27

SECTION B

145	Speedwell	E.W.Marshall	Medway Y.C.	11	1	1	1	NS	801	21	1
79	SANTEUR	H.N.Clark	Tudor S.C.	2	2	2	3	B	795	2	2
178	TWILIGHT	B. Holmes	Thornbury	NS	3	3	2	R	595	3	NS

\* - different helmsman race not counted for points.

THE ANNUAL GENERAL MEETING

Approximately 40 members attended the 9th A.G.M. held at the Brixham Town Hall on June 12th. In his address, the Chairman, Mr. R. G. Warren thanked the Hon. Secretary, the Hon. Treasurer and the Committee for their endeavours during the past year, and made particular reference to Mr. P.M. Dines for his work in producing the News Letter and its conversion to the DB News. He thanked Mr. D.J. Prunier for so ably taking over the duties of the Treasurer and Messrs. Cake and Tanner for their part in organising Dayboat Week.

He reported that to date there were 260 paid-up members which was, unfortunately, 30 less than the number of members this time last year, and in spite of the fact that some 60 new members had joined since that date. This meant that approximately 90 members had failed to pay their subscriptions this year. We had expected some 35 to drop out owing to having sold their boats etc., but we were very disappointed about the other 55.

Sail numbers were in the 390's - only a few short of the 400 - with continuing steady growth of some 40 new boats each year there was no indication of a slackening off as was being experienced in some of the other classes. Three more clubs had adopted or were in the process of adopting the Dayboat, namely Tamar River, Mayflower and Gravesend. There were lots of places where the Dayboat would be very suitable. If members knew of a club that might be interested, he would be pleased if they could let the Secretary know, because the Committee would somehow arrange for a boat to be taken there for demonstration.

He made mention of the new Measurement Form and what a help this had proved for Club Measurers. He felt that at long last, boats were being measured properly.

He reported that the Committee had obtained two genoas for trial. These would be passed round the clubs for members opinions, which would then be put before the Committee for consideration. The idea behind this genoa is that it will provide a better performance in light airs, without owners having to go to any great expense. It would not be introduced for racing for at least two years, and then only with

the members approval.

The Secretary read the Treasurer's report, in Mr. Prunier's absence. This showed that at the beginning of June there was a small debit balance - principal reason being a greatly increased printing bill brought about by a new layout for the Yearbook, publication of the new Measurement forms and increased charges. Against this, there were still monies due to the Association - advertisers in the Yearbook still owed some £21 and we could expect a good commission from Messrs. Newton Crum: this was an unknown amount at the moment but should be greatly in excess of the £22 received last year. However, we must anticipate outgoings to the extent of some £50 which would mean that the Association should just about reach the season's end solvent. The only other real source of income open to us is the membership subscription and the Treasurer appealed to all loyal members to assist him in procuring subscriptions from the tardy members in their home areas. Without a little more financial support, some of the services provided at present may have to be curtailed.

The additions and alterations to Rules 12 and 21 as shown on the published Agenda were then discussed item by item, and all received the approval of the meeting. The only comments worthy of note in this report, were in regard to the item about a measurer's fee. The Chairman explained that a Club Measurer would not normally be expected to charge a fee for one of his fellow club members but club measurers were being asked to measure boats for persons outside of their own clubs. This very often entailed a considerable amount of travelling and time, and the Committee considered it only right that the measurer should be entitled to charge a fee, plus out of pocket expenses - if he so wished. Mr. Boulcott said that as a club measurer, he would never charge a club member - but he would encourage a member to send a small token, with his form, to the Association funds.

The meeting then proceeded to elect the new Officers and Committee, and this resulted in there being no change from the previous year.

Under Any Other Business, a general discussion took place about the date and venue for next year's Week, this as a Guide to the Committee. The Chairman announced that we had received a further invitation to go to Plymouth, and that there was a feeling that after two Dayboat Weeks during term time, a Week during school holidays was due. This would enable schoolmasters, university people and the like to take part. It had been suggested that the last week in July or the first week in September might produce better weather than we had enjoyed in August in previous years. During the discussion it became clear that a large number of those present were in favour of a return to Brixham, although it was explained that anytime after the first two weeks in July was not convenient to them.

Mr. Holmes, of the Mayflower S.C., said that as the Tamar River S.C. had already adopted the Dayboat and his own club were seriously thinking of doing so, there already being eight people planning to build for next season, a Dayboat Week in Plymouth would cause additional interest and would be of tremendous help in establishing the class in the area.

S.E.A.

#### DAYBOAT WEEK 1965

The Committee have decided to accept the Mayflower S.C.'s invitation to organise Dayboat Week for us next year. In coming to this decision they felt that although those who have been to Brixham are keen to return as expressed at the A.G.M., nevertheless we cannot expect to go there every year and we should give Plymouth a try. After all, there are not so many places that can provide moorings for the Week and with so many classes seeking venues for their Championships, we are lucky to be receiving invitations rather than having to beg clubs to have us. The Committee have made enquiries from people who have been to Championships at Plymouth and in every case they were full of praise for the organisation, both for racing and socially.

In addition now that two local clubs are interested in the Dayboat, the Committee feel that a Championship in these waters will do much to help them develop the Class in the Plymouth area.

The Committee have suggested the week commencing 30th August but this has still to be confirmed.

S.E.A.

The 14-foot Day-and-Night Boat

"Sanderling" rather fancied herself as a cruising yacht. She is a standard Tratman & Lowther clinker Dayboat with Bermuda rig, centreplate hoist and a brass horse, but she cruised with a crew of three, carrying enough food and water to be independent of the shore for five days, and she had a tender which she could tow or stow on board, or else leave it on her mooring buoy made fast to her bower anchor, if she was returning to the same spot later on.

Not a great deal of preparation was necessary for sleeping three aboard, once we had the awning made for us by Tratman and Lowther. This awning, made of plastic, covers the whole boat from stem-head to transom, with a collar round the mast, and shock-cord pennants to half-cleats screwed to the hull just below the land of one of the planks. It is supported by the boom, which rests on a crutch of brass tubing right at the stern, with guys to ring-bolts on either quarter. The after end of the awning closes with flaps like a tent, and can be folded forward to leave the stern of the boat as an open well.

The skipper's berth is aft. The port side-bench is lifted out and placed on the starboard side, inboard of the starboard one, and this provides quite enough support for an airbed, its pillow on the main thwart and its foot projecting aft of the stern thwart. The two crew have their airbeds forward, their heads separated by the centreplate case and their feet by the samson post. Extra floorboards had to be made to support these berths, with a bearer fore-and-aft over the hog and a stringer each side, screwed to the timbers. Fortunately, these stringers do not need steaming, as the shape of the hull is just right for them to be perfectly straight. the floorboards will lift out easily, to bring the boat back to her normal weight when required.

Waterproof kit-bags for stowing bedding proved difficult to obtain, but a Government surplus shop eventually produced some, and with these arrangements we carried out a maiden cruise on the Norfolk Broads in company with a hired yacht, on which all the cooking, eating and washing-up was done. We felt that it would have been foolish to set off into the blue on an independent cruise, perhaps to cook supper and turn in for our first night in high winds and rain, without having already gained some experience of living aboard, and in fact, there were several lessons learnt



16.

during that cruise in company which we were very glad to have discovered before our first cruise alone.

One of these was that the awning needed some support to keep it from caving in on the weather side, or on alternate sides if we were wind-rod and swinging, and that this support could easily be provided by a spare painter rigged from one jib-sheet fairlead, over the boom, to the fairlead on the other side.

Another lesson was that rainwater could come down the halliards on to the deck just by the mast step and drip off on to the crew's bedding, and we cured this by glueing a thin strip of mahogany, like a miniature second breakwater, on the deck right the way across just aft of the mast.

For later cruises, much more gear needed to be stowed. We made two boxes of mahogany ply and teak for storing food, and one had a compartment in it for cutlery. They just fitted under the main thwart, one to port and one to starboard, and if we expected either rain or spray aboard, it was easy to tie polythene covers over them to keep water from the cracks of the lids. They contained all the food except potatoes and bread, and these lived in large polythene bags in nets under the side-decks. These nets we found very valuable not only when cruising but also for sandwiches and extra sweaters when day-sailing. Extending in sections all the way from abeam of the mast to the stern thwart on both sides they would hold

DAYBOAT IDEAS No. 2.The Adjustable Mast Step.

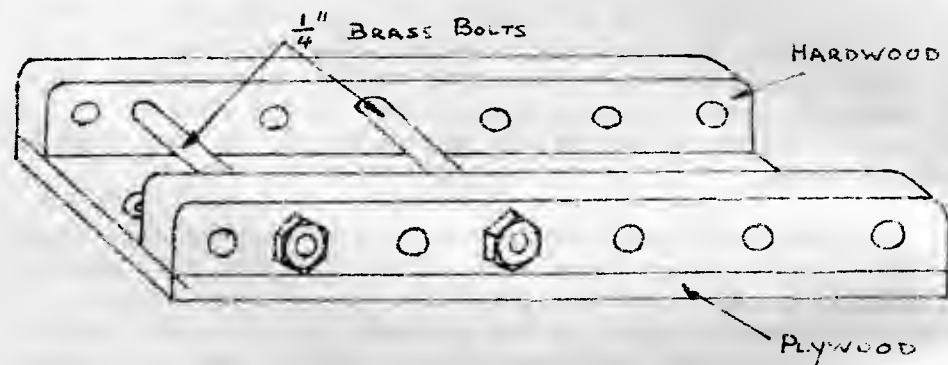
Too much weather helm? First of all, are you quite sure that it is too much? A certain amount of weather helm is necessary in order that the helmsman can 'feel' the boat and as a safety factor the boat should automatically come up into the wind and stop when the tiller is released. Lee helm can be dangerous as apart from the helmsman having to push down on the tiller when he is trying to sit out the boat, if the tiller is released the boat pays off and gathers speed.

A slight touch of weather helm in light winds will increase as the wind freshens and often a novice thinks that the added pull of the rudder is excessive when, in fact, it is quite normal. Don't forget that the position of the helmsman and crew will affect the trim of the boat and both should edge further aft as the wind freshens and this in itself partly counteracts the increasing weather helm.

However, if you are satisfied that the weather helm is too much and the rudder is acting as a brake, then first of all check the rake of the mast. With the boat afloat at a jetty or in shallow water so that you can stand alongside and not in the boat, attach a weight to the end of the main halyard and let it hang down. The distance between it and the base of the mast should not exceed 6". If the rake is greater then correct and try for weather helm again. If the rake is within the 6" and the helm is still too heavy, then fit an adjustable mast step on the lines of the sketch, and move the mast bodily forward, (retaining the same rake) an inch at a time until the right position is found. In my own boat, a movement of two inches progresses from comfortable weather helm to unpleasant lee helm.

Boats are very much individuals and although two can be built and rigged exactly alike it is unlikely that they will behave the same. However, generally speaking, the mast usually needs positioning about  $1\frac{1}{2}$ " forward of the designed position.

There are various ways of constructing the mast step - wood as in the sketch, two strips of brass angle, brass strip brazed on to a sheet brass base plate etc., but remember that the idea



of stepping the mast on deck is to allow it to fall freely overboard without damage to itself or the boat, should a shroud or fitting break. Therefore do not make the depth of the step so deep that the mast is firmly fixed.  $\frac{3}{4}$ " is quite sufficient. The halyards should also be cleated to the mast and not to the king post as is so often seen. Masts held down to the boat in this fashion have been known to break the mast step and then punch a hole through the deck. Of course, the best solution is to ensure that all parts of the rigging are strong enough. There is no point in having wire rigging with a breaking strain of some 2,000 lbs. if it is only held to the chain plates with a brass shackle.

A.G.A.

FOR SALE

Owners wishing to sell their boats are requested to send details to the Secretary, together with 5/- fee. On sale of the boats, would they please be courteous enough to inform the Secretary and furnish her with the name and address of the new owner.

DB104 Built 1957 by James & Caddy. Mahogany clinker with stainless steel rigging and Terylene sails. Complete with anchor, chain, buoyancy bags, oars, kicking strap. Blue cockpit cover fastened with elastic cord; canvas winter cover; both nearly new.

Price £160

R. H. Gilbert, 19 Rothesay Road, Talbot Woods, Bournemouth.

DB120 Calypso Built 1959 by James & Caddy. Mahogany clinker, Bermudan rig. Terylene sails. Galvanised rigging new end of last season. Centreplate winch, sliding fairleads, oars, rowlocks, anchor etc. Decks including stern decking covered with Trakmark. Price £120

M.S.J. Butler, 3 Golf Links Rd., Broadstone, Dorset. Tel: Broadstone 2222

DB293 Mick Mack Amateur built 1962, August. Clinker, varnished hull. Bermudan rig. Stainless steel rigging. Blue Terylene sails, spinnaker cover, oars, trolley. As seen at the "Build your Own Dinghy" Conference in November 1963. Price £240 o.n.o.

R.H. Watts, 37 Ladysmith Ave., Brightlingsea, Essex.

DB313 Patricia Ann Built by Head of Greenock, July 1962. Mahogany clinker on oak. Polyurethane varnish. Bermudan rig. Stainless steel rigging. Terylene sails, centreplate winch, buoyancy, oars, anchor & chains, canvas cover. Roadmaster trailer. Price £250

The boat can be viewed at any time at 66 Broom Rd., Glenrothes, Fife.  
P. Doherty.

DB338 Prawn Built by Walker & Co. March 1963. Clinker mahogany on oak. Terylene sails, centreplate winch. Full buoyancy, oars, trailer, canvas cover. Price £250.

Dr. Denis Guest, 9 The Knowe, Willaston, Cheshire.

20.

WANTED

Suit of Terylene or Cotton sails, need not be in tip-top condition, also road trailer and/or launching trolley.

Details to:-

G. H. Passey, Pengerris, 2 Somerset Place, Stoke, Plymouth.

Tel: 51159

Suit of Terylene sails in good condition. Details to:-

Dr. J.S.C. Parry, Hollybank, Claverham Rd., Yatton, nr Bristol.

Tel: Yatton 3332

OF THIS AND THAT

We shall again include advertisements in the next Yearbook, in fact, without them, we would not be able to continue to produce it, printing costs being what they are. Should any member be in a position to help us in this way, the Secretary would like to know. The dimensions will remain the same as the 1964 edition. The charges are - Full Page £4. 10. 0. Half Page £2. 15. 0. Copy date, 1st October. Approximately 450 copies will be circulated to members and others residing in all parts of the British Isles and overseas, and it is reasonable to expect that they will be seen by many more interested persons.

