

# DAYBOAT NOTES

News from the Yachting World Dayboat Association  
DECEMBER 2014



# DAYBOAT NOTES

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## CHAIRMAN'S NOTES

Best wishes for Christmas and the New Year from your Committee.

2014 was an excellent year weather-wise and I hope you made the most of it with your Dayboat activities. You will see from the enclosed articles that following on from Dayboat Week earlier in the year, our three main clubs held successful Open events with a good turnout of visitors at each club. It is always a healthy sign when members are prepared to tow their boats to other clubs.

Enclosed in these notes, you will see an interesting contribution on smooth hulled boats where Richard Cake (one of our long-standing members) explains some of the history of "smoothies" and why Poole YC is still the only club to differentiate between clinker and smooth hulls – it's a topic that rears its head every several years and we all have to remind ourselves of the background, so many thanks to Richard for enlightening us again.

Our latest new build boat (DB 675) has been moulded and is now with its proud new owners, Annette and Steve Wilson, for fitting out. We'll be exhibiting at the Alexander Palace Dinghy Show again next year (28th February and 1st March), and Annette and Steve have kindly agreed to show their new boat on our stand.

Plans for our 2015 Dayboat Week are progressing well and you will find the details of the week enclosed with these notes. Salcombe YC are very enthusiastic about being our hosts for the week and I have every confidence that it will be a great week, so whatever your sailing experience, come along and join the fun!

Please pay particular attention to the enclosed article concerning a survey. This is your chance to have your say about how you would like Dayboat Week to be in the future. The survey will be coming to you in early January either by email or by post, so please take a few minutes to let us know your thoughts.

To all committee members and Dayboat club organisers, a big thank you for another enjoyable year.

John Lokier DB 632 Don't Panic

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### **Welcome to new members ...**

Rob Broad, Poole YC

Annette and Steve Wilson, DB675, Poole YC

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*Cover picture: Start line at Poole Open meeting, taken by Wendy Davies.*

*Mandarin 649*

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## DAYBOAT WEEK - THE SURVEY

Each year your committee organises our annual sailing regatta commonly referred to as Dayboat Week. The content and format of the week has evolved over decades to reflect the requirements of the members and the venues.

Over recent years several changes have been introduced, such as two new venues in the last five years, reducing the week from six days to five days, introducing a new race called the Opportunity Race which combines the crew's race, the cadet race, and the ladies' race, which had become poorly supported, into one 'good sized' race, and introducing the Mentor Trophy which pairs boats in order to bring together more- and less-experienced helms to pass on hints and ideas. And in 2015, as a trial, we are holding the Week outside school holidays for the first time to give the benefit of reduced accommodation costs.

More recently, a number of members have made suggestions to the committee to change the content and format of Dayboat Week still further, and some of the suggestions were aired at our last AGM held in Rock in May 2014. From this meeting, the committee agreed that the best course of action would be to consult with the membership on how they would like Dayboat Week to be in the future by way of a survey which will be sent to all members in January 2015.

As regards Dayboat Week our membership is quite diverse, from those who attend every year irrespective of the venue, those who attend only when other commitments allow, those who attend only certain venues, those who attend but then fade away, and those who have not yet attended. This survey is designed to reach all members and to seek your opinions as to the content and format of the event in future years, ie 2016 and beyond, with the aim of making Dayboat Week attractive to as many members as possible.

So, when you receive your copy of the survey, please respond and supply comments in order that your committee can arrange future events to reflect the requirements of our members.

The survey will be conducted via email. If you do not have email and would like to take part, please ring me or Phil on 01202 698584 to request a hard copy.

John Lokier, Chairman

*(There has already been some pre-survey discussion on the web-site - why not take a look ....Ed)*

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## THE COMMITTEE

John Lokier	Chairman	Poole	01202 698584
Phil Lokier	Secretary	Poole	01202 698584
Bob Davis	Treasurer	Poole	01794 368118
Tim Parkinson	Webmaster	Thornbury	01295 811585
David Cake		Poole	01202 762775
Sue Clayton		Poole	01404 376273
Kath Davis		Poole	01795 368118
Adam Gray		Gravesend	07756 112824
Anita Habgood		Poole	01202 600705
Peter Hewitt		Poole	01985 214745
Sally Hewitt		Poole	01985 214745
Geoff Honey		Gravesend	01322 229751
David Macfarlane		Bosham	07538 528699
Alistair Seaton		Bosham	01483 268276
Paul Winterflood		Gravesend	01322 384090

Please contact any Committee member for advice or information

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We are on Facebook. Want to join?

Register (easy) and then search for 'Yachting World Day Boat' and ask to join - it's free



***Remember to visit the Association website***

***www.ywdb.co.uk***

***Information - News - Boats & Gear for sale***

***and lots of DB photos***



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## NEWS FROM THE CLUBS

*You may sail the only Dayboat at your Club, but we still would like to hear from you  
..... contributions to [kathdavis@btinternet.com](mailto:kathdavis@btinternet.com) by mid June for the next issue*

### **BOSHAM**

The end of season prizegiving dinner held at the club on the 15th November marked the final event in a highly successful season of Dayboat racing at Bosham.

Here are some of the highlights.....

- The Bosham fleet now numbers over 20 boats. New to the fleet this year were Carol & Bob Findlay (DB640), David Morley (DB624) and Mark & Fiona Phelps (DB620). We also have a number of BSC sailors actively looking for Dayboats so that they can join in the fun.
- Bosham was very well represented at Dayboat Week at Rock by 7 boats. We all had a wonderful weeks racing and socialising.
- Best placed BSC boat was David and Fiona Macfarlane (DB597) in 6th place followed by Alastair and Jacqui Seaton (DB616) in 11th place.
- The Bosham Open in July was slightly spoilt by an overcast day and stiff breeze. However it was attended by 17 boats including 8 visitors and after a very close battle Peter Hewitt & Katherine Hodgson (Poole) triumphed over Colin and Chrissie Blewett (Poole)



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- Two Bosham boats travelled to Poole for their Open and Alastair and Jacqui Seaton had a highly successful weekend finishing 2nd overall in both the island race on the Saturday and the 3 race series on the Sunday. (The less that is said about the other Bosham boat's efforts the better, other than it involved a black flag!)
- The season long Personal Handicap race series was finally won by David & Fiona Macfarlane (DB597). Alastair & Jacqui Seaton (DB616) sailed very well and led the series for much of the year but two navigational errors were very costly in the final reckoning. Third overall was Adrian & Jane Weller (DB618). Mention should be made of Mark & Shirley Stanton who acquired Icarus (DB673) from James Davies after Dayboat Week and got up to speed very quickly winning both the Bosham & Itchenor Regatta races.
- Date for the diary in 2015. The Bosham Open meeting will be held on Saturday 11th July .

David Macfarlane, DB 597

## GRAVESEND

The season at Gravesend had a promising start with the commissioning of the club's new pontoon. This enables boats to be launched by the electric cranes and the rowed 10m to the pontoon where they can be rigged and the crew can climb aboard, no longer do those with a fear of heights have to climb down the ladders. Unfortunately, the rest of the season has not gone as well (certainly for me). After missing out on sailing last year due to a shoulder injury I was looking forward to getting back on the water, but little did I know what was about to happen.



The first few weeks went quite well I even managed to win the first race of the season. Then three weeks before Dayboat Week, I had a seemingly minor accident at work which resulted in six fractures to both bones in my lower right leg. Which was to keep me off work for 5 months As it turned out at least 3 other GSC DB regulars were unable to sail for the entire season so our home fleet was severely depleted this season.

With the accommodation already booked for Rock, I decided to go and thanks to Frances and the others sharing the house who looked after me. We had some last

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minute guests in the form of Geoff and Margret Pell who had problems with the accommodation and we were happily able to assist. I'm not sure how they managed to cope as our holiday homes tend to be quite chaotic. I enjoyed the weeks as much as one can whilst watching rather than competing, at least the new disabled lift at Rock WSC got some use.

As I write this message I'm awaiting an MRI scan of my knee (on my healthy leg) which has been causing problems due to

being overstressed when I had to stand on one leg imitating a heron with the other in plaster. Added to this, I will also have a minor operation of the damaged shoulder once again this was due to the prolonged use of crutches whilst in the plaster cast. So if my body remains in one piece I hope to be in Salcombe, but whether I will manage to compete is another matter.

Geoff Honey DB 636

## POOLE DAYBOAT OPEN

26th & 27th July 2014

It all happened on a lovely sunny weekend in July but the 'wind gods' were not at their kindest, however there was some very good sailing to be had.

Saturday 17 boats took part for the Tanglefoot Trophy with a clockwise course around the harbour islands. After a slow start the wind started to fill by Brownsea Castle giving some interesting tacking in sometimes shallow conditions around the back of the islands.

First to finish was Alice 647 sailed by Colin Blewett and Chrissie Campbell, in second place was Debutante 616 sailed by Alastair and Jacqui Seaton from Bosham and in third Merlin 649 with Peter and Sally Hewitt.





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Saturday evening there was a delicious carvery in the Skylight room at the yacht club which was also attended by past dayboaters.

On Sunday 23 boats including 6 visiting boats from Bosham, Gravesend, Shearwater and Thornbury competed for the Newton Trophy with 3 races around 'the cans' with committee boat starts. The winds remained fickle and there was much changing of places and some interesting starts especially in the afternoon with general recalls in race 2 and a 'black flag'. I cannot remember the last time the dayboats were black flagged! This did lead to some confusion and there were disqualifications. For race 3 the race officer wanted to get the fleet off to a good start and the black flag was hoisted again, no second chances!



Alastair & Jacqui Seaton and Colin Blewett & Chrissie Campbell

However a good time appeared to have been had by all and the results for Sunday with another first for Alice 647 sailed by Colin Blewett and Chrissie Campbell, in second place was Debutante 616 sailed by Alastair and Jacqui Seaton from Bosham and in third Mandarin 649 sailed by Michael Hewitt and Natalie French.

And finally a date for your 2015 diary! Poole Yacht Club Dayboat Open will be held on 4th and 5th July 2015. Poole dayboaters look forward to welcoming visiting boats.

Roy Davies DB 649 (Class Captain)



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## SMOOTH HULLED BOATS

There has recently been informal discussion about the merits or otherwise of smooth hulled boats and this topic was discussed at a recent Dayboat Association Committee Meeting. For those of you who are unaware of the issues, Richard Cake (DB 583 – wooden clinker), has kindly submitted a note to set out his recollection of the history of the 'smooth - vs- clinker' debate.

Richard writes:

*"The 2nd DB Nationals were held at Poole in 1958 . All the Poole boats were ribbed clinker but DB 119 "Bali Hi " a cold moulded wood boat sailed by Mr. Humphries appeared and won from an entry of 34 boats. This created quite a stir !*

*As a result a meeting was convened at Newman's boat yard big shed (now Sunseekers) as the Poole club was too small (in those days!) to accommodate all those who wanted to have their say.*

*The usual hot air was released but I do recall Dr.Bertie Kay from Weston Bay SC gave a persuasive account of why he considered a clinker boat would be at a disadvantage to a carvel (ie smooth) hull. I believe Bertie may have had a degree in physics but I am not sure about that.*

*The result of the meeting was clearly in favour of action (hardly surprising as 95% of those present were sailing clinker boats) and at a later committee meeting it was decided that the boats should race together but for separate prizes and trophies in A and B sections*

*This state of affairs continued until 1973 by which time there appeared no obvious difference in the speed of the 2 sections, partly I believe because throughout that period the class had been dominated by the Poole YC boats (all clinker) there being at one time 70 DBs at the club and partly because the smooth-hulled boats were just not sailed competitively any more*

*And so the DB committee in their wisdom decided to end the 'segregation' and all boats sailed as one class, save that in Poole YC club racing only clinker boats were permitted to race.*

*I believe it was in 1989 that Tony Bowden from Thornbury was the first non-clinker boat to win the championship and a little later saw the introduction of glued plywood boats, Jim Donne from Plymouth nearly won in 1965 but was disqualified on appeal to the RYA on a rule infringement.*

*That's the history, so what needs to be done now to preserve the integrity of the class ?*

*The following options spring to mind*

*a) Do nothing. Poole YC may come under pressure to fall into line and clinker boats might just become outdated there and elsewhere*

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b) *Outlaw new smooth hulls as from now. The result would not be as you would wish as I dare say there are plenty of old smooth hulls about capable of restoration*

c) *Go back to the old A and B sections. I would not personally favour that as it smacks of discrimination.*

d) *In 1957 the skeg under the transom was removed. So too could the bilge keels in whole or in part. Why ? One thing is for sure that is the smooth hull has a lower wetted surface than the clinker hull (around 70 to 80 sq ins I recollect) and leaving aside any spurious arguments about clinker having a better grip on the water or lift on a plane a simple equalisation would be to allow the bilge keels on clinker boats to be reduced in area by the same 70/80 sq ins.*

*The committee to decide after full measurements taken.*

*(I emphasise that this is in no way meant as a slight on our current champion, he was a worthy winner at Rock, of that I am sure.)*

Richard Cake 583

### **Note from the Chairman:**

The Association Committee recognise the current situation as follows:

1) There is only one class of Yachting World Dayboat which includes both clinker and smooth hulls. There is no intention by the Committee to split the class as in point C above.

2) Both clinker and smooth hulls are accepted at all clubs.

3) All clubs allow both hulls to race against each other as one class, with the exception of Poole YC which does not allow smooth hulls to race. (in 2014, one smooth hull was given a special dispensation to be allowed to race in order not to discourage dayboat ownership to a young inexperienced helm and crew – this dispensation will be reviewed annually).

4) Both clinker and smooth hulls race as one class in national and open events including those held at Poole YC.

From the committee's view, there will be no change, i.e. only one class will continue with both smooth and clinker boats continuing to compete against each other in all national and open events, and any change in Poole YC dayboat racing rules will be left to the Poole Dayboaters to decide.

John Lokier on behalf of the committee

### **And another Note!**

This discussion may a little mysterious to some newer members. A few words of explanation:

The Dayboat designer, George O'Brien Kennedy, provided two designs with the same hull lines – a clinker and a smooth (carvel) version. Of the wooden boats built up to about 1964, most were clinker. In 1964 the first GRP smooth hulled boat was

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built by Golden Arrow Mouldings. About 50 'Golden Arrow' boats were built (Nos 446 – 579) until 1976, although there was one boat (No 658) built after a long gap in 2005.



Paul Winterflood in his 'Golden Arrow' DB 535 at DB Week 2014

The first GRP clinker hull was built in 1980 (No 585). Since then most new boats have been clinker-hulled in GRP built from the Association's moulds, mostly by Porter Brothers. (and now, of course, by Chris Somner). There have been a few wooden clinker boats (mostly glued clinker by amateur builders) and three smooth-hulled cold-moulded boats from boat builder Don Young.

The question of whether a smooth hulled Dayboat is faster (all other things being equal – not that they ever are) is an old chestnut.

The Poole fleet were apparently persuaded by Dr Bertie Kay (see Richard's letter) than this must be so, which resulted initially in the fleets being 'split' for racing. The fleets were re-united, although the Poole fleet continues to outlaw smooth-hulled boats from Club racing, The 'Bertie' Kay to whom Richard refers (Dr Herbert Frederick Kay) was, I find from Google, a Senior Lecturer in Physics at the University of Bristol. He also appears to be the author of a book titled "The Science of Yachts, Wind & Water" so we can assume he knew a bit(!). Whether current knowledge about hydrodynamics would support his view is uncertain. As Richard says, a clinker boat will have a greater wetted surface area (the area of hull in contact with the water) than a smooth hull of the same shape and displacement. But the frictional resistance (which depends on the wetted surface area) is only one of the factors affecting boat speed. Except on flat water at low speeds, wave-making resistance and other factors become important. So (from my limited knowledge) it doesn't seem so obvious that a clinker boat would be slower in average conditions.

This is a discussion which surfaces occasionally, and hopefully airing it in Dayboat Notes is of some interest to members. But in any event it is clear that as far as the Committee is concerned a Dayboat is a Dayboat, clinker or smooth.



David and Fiona Macfarlane in DB 597, an early-ish GRP clinker boat,

(Information on boats and dates from the YWDB website – all knowledge is there!)

Bob Davis, DB 641 Lucky (GRP Clinker - for the record)



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### **A date for your diary**

RYA Suzuki Dinghy Show 2015 takes place at Alexandra Palace in London over the weekend of 28th February - 1 March 2015.

**Volunteers to help on the Association stand would be most welcome! Contact Bob Davis (phone no on page 4) or email the Editor ([kathdavis@btinternet.com](mailto:kathdavis@btinternet.com)).**

### **MOULD NEWS - ANOTHER NEW DAYBOAT**

The new hull mould has now produced a second boat (DB 675), for new Dayboat members Steve and Annette Wilson. The boat should be on the Association stand at the RYA Dinghy Show.



Chris Somner kindly keeps us up-to-date on Facebook

### **A NOTE FROM THE TREASURER**

The cost of building the mould was partly funded by loans of £500 each from nine members. The plan was to repay two of these loans each year, the first two being repaid in January 2014. The Committee has decided to repay three loans in January 2015, putting us ahead of schedule in becoming debt-free. This has been made possible, to a large extent, by members' generosity in adding a donation to their annual subscription. Any further donations would be greatly appreciated.

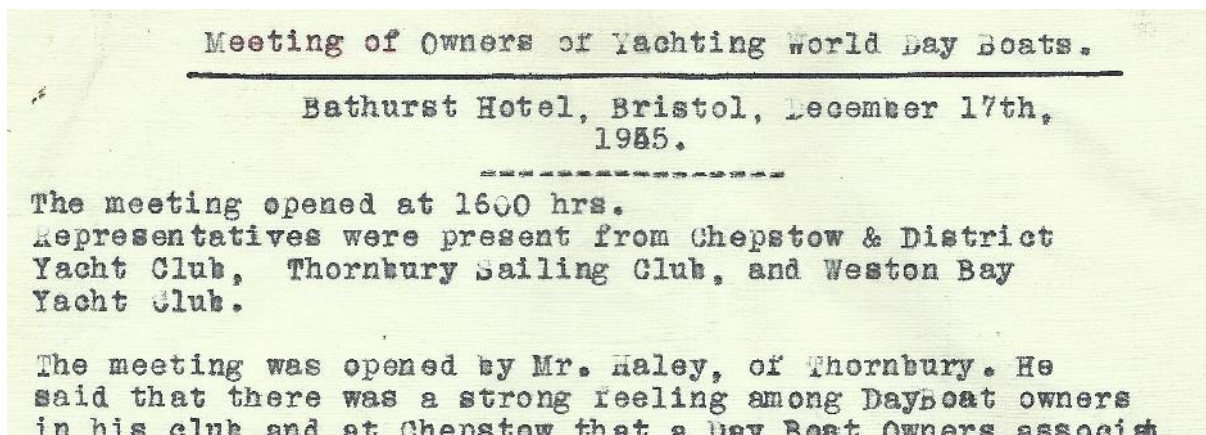
Bob Davis, Hon Treasurer.

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## From the Archives.....

Minutes of Association Committee Meeting and Annual General Meetings back to the year 2000 are on the website (Members and Users - Archived Documents). But interesting stuff can be found in the old Minute Books which go back to a meeting, in December 1955 when Dayboat owners from three clubs - Thornbury, Chepstow and Weston Bay - met to discuss the forming of a Yachting World 14' Dayboat Association.



Meeting of Owners of Yachting World Day Boats.

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Bathurst Hotel, Bristol, December 17th,  
1955.

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The meeting opened at 1600 hrs.  
Representatives were present from Chepstow & District  
Yacht Club, Thornbury Sailing Club, and Weston Bay  
Yacht Club.

The meeting was opened by Mr. Haley, of Thornbury. He  
said that there was a strong feeling among Dayboat owners  
in his club and at Chepstow that a Day Boat Owners associat

These early minutes were very much of their time, with pages typed up (with surprisingly few corrections) on a manual typewriter and stuck into a hardback book (probably with 'school' glue). Everybody was accorded the title 'Mr' or 'Mrs' (Sheila Anderson was the first lady to appear on the Committee, as Secretary, in 1956). No doubt the men wore jackets and ties, and the tone was almost certainly serious. But Associations like ours do not just happen - it is clear that a great deal of thought and effort went into formulating the Class Rules, having the Dayboat recognised as a racing class by the RYA, and setting up a membership structure.

As a long-term plan, we hope to scan in these minutes and make them available on the website. But in the meantime, here are a few 'snippets' from these early records:

At the second meeting, in February 1956:

"A letter from Southwold Sailing Club was read out, which stated that they had already formed an association in 1950 and that they had adopted the cypher 'YW' with numbers at present at 7. There was a general discussion on whether our Association should join the Southwold organisation or whether we should exist separately. It was felt the predix 'YW' was not very appropriate."

At the meeting on 4 January 1957

"Mr Anderson said that there were some 9 or 10 Dayboats on the Southwold register for which there was a registration fee of 5/-, he understood. He proposed that when the Secretary wrote

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to persuade them to join the Association that as an inducement we should waive our registration fee."

And on 19 July 1957

"The Secretary read some of the correspondence from Southwold Sailing Club, from which it was learned that while recognising the Association they still wished to retain their own sail insignia and identity and had no intention of joining the Association at the present time."

This still appeared to be the position at the next Meeting on the 2 August 1957

"They (Southwold) were under the mistaken impression that they had had the first Dayboats and it appeared to be purely a matter of pride."

No doubt further digging in the archives would reveal what happened to the Southwold 'parallel' Association. And there were many other 'growing pains'. But the Association as originally founded by Dayboaters from Thornbury, Weston Bay and Chepstow is essentially the Association we have today.

## QUIZ

WHAT DO THESE DAYBOATS HAVE IN COMMON?

WHICH IS THE ODD ONE OUT?



## ANSWER

As we go to print all are for sale - 6 on the website ywdb.co.uk the other on ebay. You will have to go to the website to find out which one.

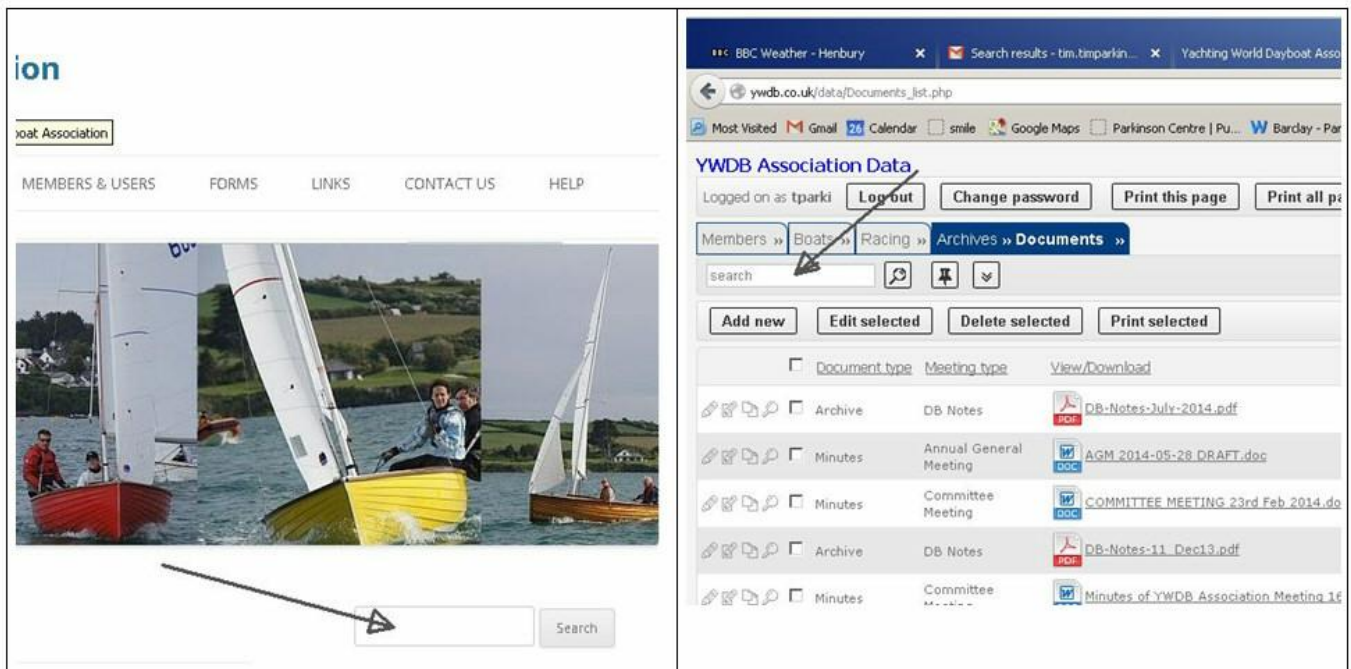


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## Getting the most out of the YWDB web site - [www.ywdb.co.uk](http://www.ywdb.co.uk)

I have recently made some changes to make it easier to navigate around the site, and in particular to help Association members make the most of it.

Thus the new < **Members and Users** > menu contains all the options for registering and logging in. On registering members will have access to the menu options restricted to them once the webmaster has verified that they are current members. This usually does not take long but may occasionally take a day or two. The other 'registration' change is that I have removed the forum registration as it was not immediately clear that this is different from registering for the data part of our site. Anyone can leave a comment on an existing post by just entering name and email. If you'd like to post a new article on a new topic then use please use the <**Contact Webmaster**> menu option. I'd be more than delighted to have such contributions!



Final tip is to use the Search box just under the menu on the right of the screen to home in on specific names or places. If, for example, you are logged in and looking at all the archived documents and you are only interested in AGM minutes , just put "AGM" in the search box indicated on the screen and click on the magnifying glass to the right of the search box.

If you go to the Boat Register pages and see Boat\_Ownership (n) on the left hand side. 'n' is the number of recorded owners and clicking on that link will show you some details of the recorded ownerships of the boat in question. Finally any photo of the boat uploaded to the Boat\_Ownership table will be visible there. (Search for 565 to see an example)

Tim Parkinson, Webmaster



# DAYBOAT WEEK 2015

# SALCOMBE

**Saturday 6th June to Thursday 11th June**

This will be our first Dayboat Week held outside of school holidays, meaning that the Estuary will be quieter and the accommodation cheaper. The Estuary is situated within an area of outstanding natural beauty, and is famed for its sailing waters and the rich ecosystem it supports - the sheltered waters of the estuary are some of the best sailing waters in the UK.

Salcombe Yacht Club are our hosts for the week, and your committee and the yacht club have an exciting schedule planned for all attendees

This promises to be a great week for both the sailing and social activities, so please book your accommodation, and join in the fun.

