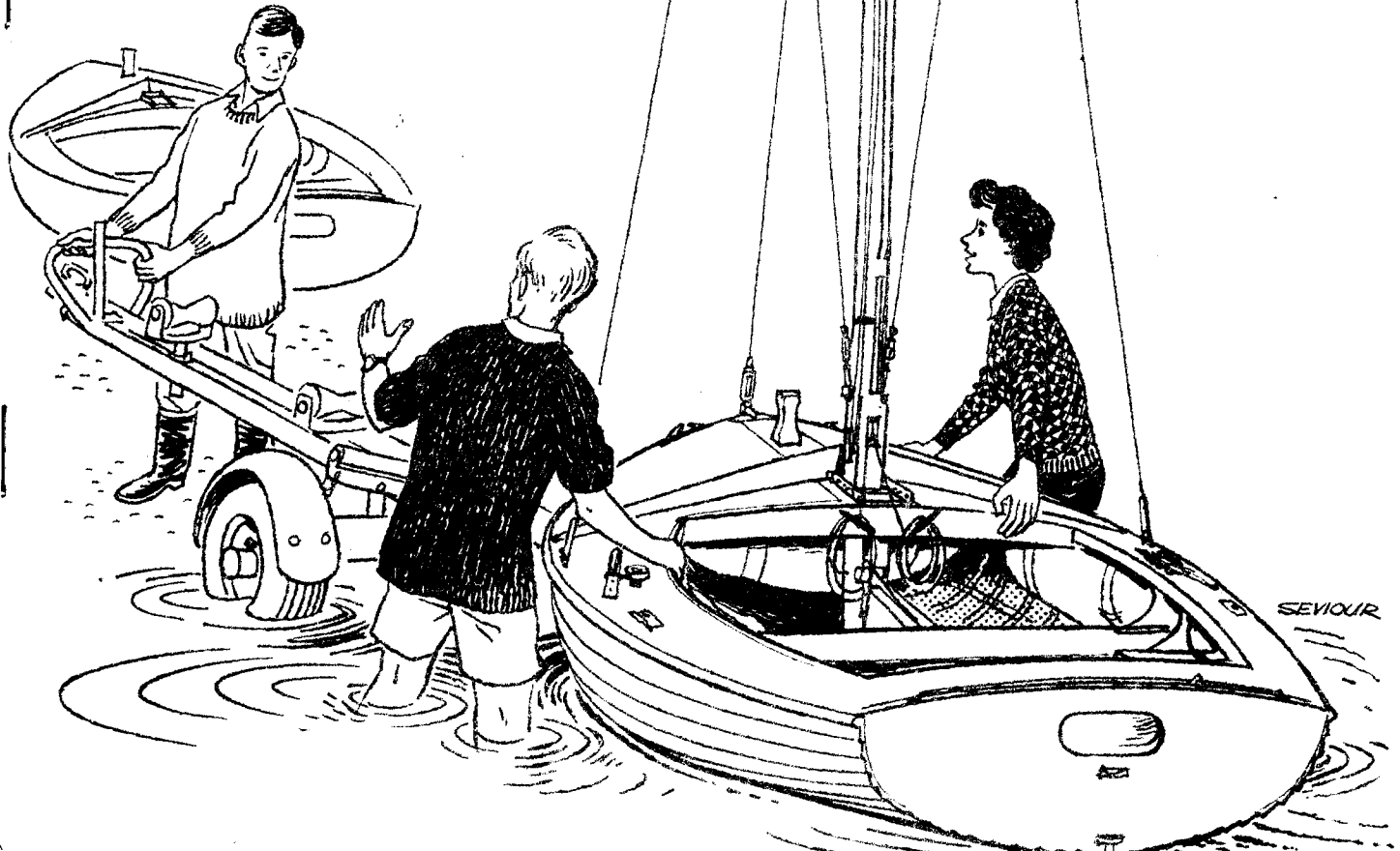


DB news

No. 44,
OCTOBER 1967



EDITORIAL
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Another sailing season is over and we look back on a successful year. Dayboats topped the 450 mark, a record entry of 50 boats for Dayboat Week, two successful open meetings besides many other events in which dayboats took part.

I expect you are saying "DB News is late again." The trouble is I cannot start typing until I have all articles for inclusion to hand and I have had to wait for rather an important one. If you want your DB News to come through your door in October, February and June and not some time during the next month it is up to you to send your matter in promptly so that I am able to start typing at the beginning and not at the end of the month.

Please send your news items etc. direct to me at 265, Thorpe Hall Ave., Thorpe Bay, Southend-on-Sea, Essex in plenty of time for the next issue.

B.G.F.

SECRETARY'S NOTES.

October, 1967.

There is a growing tendency to plan summer holidays well in advance, so perhaps a word or two about next year's Dayboat Week would not be out of place, although it seems a long way ahead. Information on accommodation at Helensburgh will be circulated soon, and our man on the spot strongly advises early booking. In addition to the Week a number of English DB owners intend to spend some time in Scotland, either touring or dinghy cruising on the Clyde: Helensburgh Sailing Club may be able to continue the use of DB Week moorings

or will keep the dinghies ashore. I hope that this idea will attract some Members who are, perhaps, not very keen racing types but will enjoy a week of sailing and social functions, followed by some pottering in the glorious Clyde cruising grounds.

After a great deal of deliberation, the Committee has decided to call a Special General Meeting to consider changes to the Class Rules, the most important proposal being the acceptance of G.R.P. hulls and metal spars in Section B (smooth hulls) only. Since so many Association Members visit the International Boat Show it is intended to hold the meeting in London early in January 1968. Of course, all Members will receive full details of the rule changes proposed well before the meeting, and it is hoped that there will be a large and representative gathering.

Last season saw a record entry for DB Week, very successful DB Weekends at Southend and Gourock and an excellent DB performance in the Lee-on-Solent to Foole long distance race. This is rather odd since the Dayboat was designed as a day boat, but many have cruised far in safety and (comparative) comfort in one, carrying their wives (or husbands), children, dogs, friends, hangers-on, food drink, stores, outboard motors, etc. etc. By the way, has anyone ever seen a Fireball, for example, doing all this?

Jim Twyman.

FOR SALE
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DB 8 Refitted 1965. Terylene sails. Complete with oars, anchor, trailer and outboard. Price £125.

Dr. P.E. Howarth, Cross Tree House, Moretonhampstead, Devon.

DAYBOAT WEEK 1967.

The 11th Annual Dayboat Week took place under the burgee of the Brixham Yacht Club with the racing out in Torbay.

The weather began fine and warm with little wind, but by the end of the week had developed into fresh winds and squally showers, together with a time of flat calm and continuous rain.

Fifty entries was a record number for the Week and more than doubled last year's entry. Thirteen clubs were represented including two in Scotland, and twenty entries came from Poole Y.C.

The lack of entries in Section B was again a disappointment, only two boats came, despite the appeal for a good entry of all types of boats in February issue of DB News, and one of these was an experimental glassfibre boat which was racing on a temporary racing certificate valid only for the Week. The glassfibre boat did not prove itself any faster than its clinker and other smooth hulled rivals, in fact it was always nearer the back end of the fleet, but this may be partly due to the fact that it weighed nearly 600 lbs. The builder assured us at the A.G.M. that he would be able to build other boats considerably lighter in weight than his first.

Launching went on throughout Saturday from Breakwater Hard. The light winds being ideal and many people went out for a sail before going to their allocated mooring.

The Practice Race took place on Sunday afternoon in light airs which, of course, were ideal conditions for Kerri (Canon W.D. O'Hanlon) who finished the shortened course three minutes ahead of his nearest rivals, Damon (D.R. Tanner) and Jane (J. MacLennan).

Everyone turned out with great enthusiasm for the 1st Points Race on Monday and rowed out in the direction of the start, disappearing out of sight in the mist-shrouded bay. After several postponements in which we had drifted and rowed around near the starting line it was decided to postpone the race until 3.p.m., and all boats were towed back to the harbour. Just after lunch a light southerly breeze blew up and the mist lifted. We made our way again to the start and 49 boats crossed the line. Moonrocket (R.W.A. Cake) led for the first round, but was overtaken by Kerri on the final beat of the shortened course.

The breeze was still very light on Tuesday morning, but there was just enough wind to race a shortened course. Kerri led the fleet until the final beat when Daylight (A.G. Anderson) overtook to win by sixteen seconds.

During the afternoon the breeze freshened, force 3-4. Just before the starting gun of the 3rd Points Race Kerri lost her mast overboard, when a pin broke, and had to retire. With the breeze freshening Damon came to the fore, after finishing 8th in the first two races, and won by more than half a minute from Shirley (M. Bowyer) and Moonrocket.

The Long Distance Race for the Fratman & Lowther Cup was held on Wednesday. We started at noon in a light to moderate westerly breeze which gave the fleet a long reach from the starting line at the entrance of the harbour to a mark off Torquay, followed by a long run to the Thatcher Rock. The wind seemed to come from all directions as we rounded the Rock and Lebonair (W.H. Frith) who, as usual was near the rear of the fleet, slid past about a dozen boats that were completely becalmed, but she of course, in her usual style lost many places a gain on the long beat back to Paignton to finish second from last. After many changes at the head of the fleet, Moonrocket won followed by Shirley and Beeswax (J. Snawdon). All the 41 boats finished the nine mile course within fifteen minutes of the leading boat. We all finished up in Paignton Harbour which seemed very crowded with our invasion, and tea and biscuits were

served at the Torbay Sailing Club.

Forty five boats crossed the line on Thursday in a moderate to fresh south westerly wind. Moonrocket was too keen to get over the line and had to be recalled at the start, but did very well making up the leeway lost to finish second, behind Damon who had over a three minute lead, and just ahead of Daylight.

There were 14 entrants for the Cadet Race on Thursday afternoon, which was another record entry, and they all showed a good standard of sailing in the fresh south westerly wind. The first five boats over the final line all finished within a minute, which shows how close the race was. The Kiddle Morris Cadet Trophy went to J. Snawdon sailing Beeswax, who had come third in the Long Distance Race, and the runners up were Asparas (M. Small) and Daydream (D.G. Wilson).

Friday morning was again flat calm and it was raining quite heavily, We again rowed to the Committee Boat and a half hour postponement was given to await the wind. The calm did not last very long this time and very soon a moderate to fresh south westerly was blowing. Whether or not the fleet wanted to get the race over quickly to get out of the rain and back to the dry clubhouse, or whether it was just over eagerness I would not know, but two general recalls had to be made before we finally crossed the line. Don Tanner won his third successive points race in Damon over Moonrocket and Paddy Burns (B.G. Frampton) but Richard Cake's successive performance of three second and two third places won him the championship.

The competitors were left on most evenings to find their own entertainment as there were good summer shows and films to see in Paignton and Torquay

and, of course, many interesting places to visit. We never seemed to finish our evening meal in time to get to a show, but we did visit one of the famous old country inns near Totnes on one evening. The Commodore of the Brixham Y.C., Capt. T.A. Tatton, M.C., greeted us and wished us a good week on Sunday, and on Tuesday there was an 'At Home' at the Babbacombe Corinthian Sailing Club. The Association's Annual General Meeting was held at 'Up a Loft' Art Studio near the harbour on Thursday evening as the Town Hall where it had been held in previous years had another booking that night. The trophies and prizes were presented on Friday evening in the clubhouse by the Chairman of the Brixham U.D.C., Councillor Mrs. A.M. Park, J.P. The clubhouse was packed out each lunchtime with crews seeking refreshment after their efforts afloat.

I cannot finish without giving a mention about all those who helped the week run successfully, the race officers, time keepers and assistants on the committee boats and those who were always ready to ferry us aboard or ashore. We were never left waiting for long.

Another successful Dayboat Week is passed and we look forward to meeting old faces and new at Helensburgh next July.

B.G.F.

R E S U L T S

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Section A

WESTON BAY CHAMPIONSHIP CUP & Y.W. POINTS TROPHY

1.	DB 150	Moonrocket	R.W.A. Cake	Poole Y.C.	9 pts.
2.	DB 88	Damon	D.R. Tanner	Poole Y.C.	10 $\frac{1}{4}$ pts.
3.	DB 21	Daylight	A.G. Anderson	Axe S.C.	13 $\frac{3}{4}$ pts.
4.	DB 275	Kerri	Can.W.D. O'Hanlon	Poole Y.C.	17 $\frac{3}{4}$ pts.
5.	DB 344	Paddy Burns	B.G. Frampton	Poole Y.C.	19 pts.

CITY OF PLYMOUTH CUP

DB 88 Damon

J.O. PAYNE CUP

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|----|--------|------------|--------------------|------------|
| 1. | | Kerri | | |
| 2. | | Moonrocket | | |
| 3. | DB 183 | Diana | M.A. Kiddle-Morris | Poole Y.C. |

E.W. CAKE CUP

- | | | | | | |
|----|----------|--|----------|--|---------------|
| 1. | Daylight | | 2. Kerri | | 3. Moonrocket |
|----|----------|--|----------|--|---------------|

ABERDONIAN CUP

- | | | | | |
|----|--------|---------|-----------|------------|
| 1. | | Damon | | |
| 2. | DB 373 | Shirley | M. Bowyer | Poole Y.C. |

MARLOW ROPE TROPHY

- | | | | | | |
|----|-------|--|---------------|--|-------------|
| 1. | Damon | | 2. Moonrocket | | 3. Daylight |
|----|-------|--|---------------|--|-------------|

POOLE YACHT CLUB TROPHY

- | | | | | | |
|----|-------|--|---------------|--|----------------|
| 1. | Damon | | 2. Moonrocket | | 3. Paddy Burns |
|----|-------|--|---------------|--|----------------|

TRATMAN & LOWTHER CUP

- | | | | | |
|----|--------|------------|------------|------------------|
| 1. | | Moonrocket | | |
| 2. | | Shirley | | |
| 3. | DB 412 | Beeswax | J. Snawdon | Tamar River S.C. |

MARRIED COUPLE TROPHY

Mr. & Mrs. A.G. Anderson in Daylight.

KIDFLE MORRIS CADET TROPHY

1.	DB 412	Beeswax	J. Snawdon	Tamar River S.C.
2.	DB 266	Asparas	M. Small	Axe S.C.
3.	DB 320	Daydream	D.G. Wilson	Thornbury S.C.

Section BPOOLE POINTS TROPHY

DB 138 Kim B.W. Leat Thornbury S.C.

SECTION A

Sail No.	Name of Boat	Helmsman	Club	M.	T.	T.	Th.	F.	Pts.	Final Pos'n.	Long Dist Race
				(1)	(2)						
150	MOONROCKET	R.W.A. Cake	Poole	2	3	3	2	2	9	1	1
88	DAMON	D.R. Tanner	Poole	8	8	1	1	1	10 $\frac{1}{4}$	2	-
21	DAYLIGHT	A.G. Anderson	Axe	5	1	7	3	5	13 $\frac{3}{4}$	3	-
275	KERRI	Can. D. O'Hanlon	Poole	1	2	R	6	9	17 $\frac{3}{4}$	4	6
344	PADLY BURNS	B.G. Frampton	Poole	22	7	5	4	3	19	5	R
243	JANE	J. MacIennan	Poole	9	6	4	7	6	23	6	4
373	SHIRLEY	M. Bowyer	Poole	11	9	2	9	4	24	7	2
444	UP 'AN OVER	G.A. Stead	Poole	6	11	6	10	8	30	8	5
246	SURF	J.K. Short	Poole	R	14	10	5	7	36	9	R

	153	MADCAP	A.G. Davis	Poole	13	5	12	17	11	41	10	7
	380	NAMRUS	E.J. Surman	Tamar River	27	15	9	11	12	47	11	12
	294	TEMPER	J.C. Johns	Poole	4	17	8	24	R	53	12	13
	164	WHIMBREL	H.D. Boulcott	R. Gourock	19	10	15	14	16	54	13	21
	188	SIWAN	M.N. Smith	Poole	7	13	22	15	20	55	14	20
	410	DOLLY	R.M. Lees	Poole	21	24	13	8	15	57	15	8=
	407	DEVA	A.G. Farrell	Gravesend	10	18	17	12	R	57	16	18
	32	MOONSPRITE	G. Lee	Poole	12	23	11	14	-	60	17	17
	183	DIANA	M.A.Kiddle-Morris	Poole	3	4	14	R	R	66	18	15
Long	93	MAGPIE	I. Jamieson	R. Gourock	17	12	24	R	17	70	19	28
Dist	379	DAUPHINE	J. Barker	R. Gourock	15	22	21	21	R	79	20	27
Race	374	MELODY	J.G. Giles	Chepstow & Dist.	18	19	27	18	31	82	21	31
1	229	REVELLER	Mrs.J.S.Lucocq	W. Wittering	R	29	18	19	19	85	22	33
-	434	PRETTY MISS	L.H. Walker	Thames Estuary	20	21	20	28	24	85	23	16
-	27	CAPELLA	J.S.C. Parry	Axe	23	28	16	R	21	88	24	11
6	320	DAYDREAM	M.G. Wilson	Thornbury	25	32	19	16	R	92	25	25
R	314	ANNABELLE	P.B. White	Poole	16	33	34	29	18	96	26	38
4	241	NIMBUS	M.R.A. Hield	Axe	R	36	26	23	13	98	27	35
2	149	MERRY	D.W. Jennings	Thornbury	40	25	31	20	22	98	28	29
5	266	ASPARAS	M.A. Small	Axe	35	38	23	30	14	102	29	26
R	74	BRIGAND	R. Barbour	Helensburgh	29	26	R	22	30	107	30	32

Sail No.	Name of Boat	Helmsman	Club	M.	T.	Th.	F.	Pts.	Final Pos'n.	Long Dist Race
				(1)	(2)					
196	SKEENA	B.H. Mardon	Thornbury	37	16	30	26	R 109	31	39
318	POOH BEAR	J. Hardy	Poole	24	R	32	R	10 112	32	R
1	PRUDENCE	R.G. Warren	Thornbury	34	27	28	R	23 112	33	19
394	BOOMERANG	P.W. Smith	Poole	26	34	29	33	29 117	34	14
163	PINK DJIN	A. Smart	Axe	36	35	33	25	25 118	35	10
156	DOGGER	J.M. Ironside	Thornbury	31	43	25	R	26 125	36	24
263	HINEMOA	K.C.J. Hughes	Poole	32	31	41	34	33 130	37	22
378	TAFIO	J.W.R. Twyman	Gravesend	33	41	38	32	28 131	38	-
300	TUFFY	W.D. Peck	Thornbury	38	39	39	31	32 140	39	30
412	BEEBWAX	S. Decent	Tamar River	14	37	R	R	R 141	40	3
433	DUNLIN	R. Laming	Gravesend	28	42	36	35	R 141	41	34
341	BOBTAIL	S.V. Wilkins	Poole	30	R	R	R	27 148	42	8=
242	CIRRUS	D.F. Milsom	Axe	R	44	35	27	R 151	43	36
349	PUFFIN	A.J. Drew	Gravesend	41	30	40	-	R 156	44	37
190	VIM	J.R. Curry	Poole	R	20	-	R	- 161	45	-
272	DEBONAIR	R. Frith	Alexandra	39	40	37	R	R 161	46	40
416	TOUCHWOOD	J.B. Siddons	Axe	R	R	-	-	34 177	47	-
270	WINDWHISTLE	F.T. Meacock	Little Ship	-	45	-	R	- 187	48	-
95	TERN	G.B.H. Mann	Brixham							41

SECTION B

al Long	138	KIM	B.W. Leat	Thornbury	1	1	1	1	3	1
'n. Dist	446	GOLDEN ARROW	M.F. Grant	Thornbury	2	2	2	2	8	2
<u>Race</u>										

39

CADET RACE

R

				<u>Pos'n.</u>					<u>Pos'n.</u>
19	412	BEESWAX	J. Snawdon	1	32	MOONSPRITE	J. Hardy		8
14	266	ASPARAS	M.A. Small	2	163	PINK DJIN	Miss E. Small		9
10	320	DAYDREAM	D.G. Wilson	3	169	SKEENA	B. Mardon		10
24	188	SIWAN	M.R. Smith	4	1	PRUDENCE	N. Russell		11
22	434	PRETTY MISS	L.J. Walker	5	374	MELODY	T. Giles		12
	27	CAPELLA	A.P. Prunier	6	149	MERRY	C. Jennings		13
	410	DOLLY	P.T. Lees	7	407	DEVA	B. Altman		R

The listed helmsmen are not necessarily those helming the boats in the Long Distance Race.

ANNUAL GENERAL MEETING

About 70 Members attended the A.G.M. at Brixham, when the Treasurer reported that we were in a sound financial state, and the Secretary reported on the Association's affairs over the past year, most of the events having been mentioned, as they occurred, in DB News. The new Committee is as last year, except that Mr. Prunier found himself unable to continue as Treasurer, which post has been taken over by Mr. H.L. Boulcott.

It was a unanimous decision that in future racing certificates should

only be issued to Members of the Association, and that like Membership, they should be renewed annually. Will Members please make sure that the Racing Secretaries of their own Clubs are aware of this, as out of date Certificates are invalid, and all existing certificates will be out of date come midnight on the 31st December this year.

A discussion on fibreglass as a material for the construction of Dayboats produced the information that no-one present was opposed to its use. Jim's notes mention the Special General Meeting in this connection, and at the same time the Meeting will be asked to vote on a suggestion of Sqn. Ldr. Kiddle Morris made at Brixham that without altering the half-height measurement of the DB mainsail, longer battens should be allowed. Mr. Jamieson said that he thought the measurement form needed revision, and there was some agreement to this.

Jean Twyman.

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CRUISE OF THE 'DUNLIN', DB 38.

5th - 10th June, 1967.

Part 1

It was Alistair's idea in the first place to go for a week's sailing on our home waters, the Clyde estuary, and he suggested we charter a small sloop.

I had a better idea for I had vivid memories of past cruises when half the time was spent cooking, washing up, cleaning topsides, bilges, making down bunks, stowing bedding, sweeping out cabins, trying to dry out wet clothing etc., and so I suggested we go off on the 'DUNLIN', my Dayboat, with

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the minimum of fuss, carry flasks of soup and sandwiches, sleep ashore wherever we fetched up, and set out again each day with a good breakfast inside us and soup flasks replenished. By so doing we would have nothing to do but sail and what could be better; this was agreed.

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Alistair was still full of bright ideas - he wanted to heat his own soup etc. The next time I saw him he announced that he'd bought and installed in the boat, which was at his place, (1) a stove on gimbals (under starboard foredeck), (2) lockers port and starboard with plates, jugs, coffee pot and frying pan all in tiddley little fitted racks and (3) under port side foredeck solid brackets for holding the 'Seagull' outboard motor with a natty locking device for making it immovable. I was charmed by the lockers but had misgivings about the stove as I didn't relish mucking about with a Primus stove with so much wood about. I finally agreed on condition that he did all the needful with his blooming stove and anyway the boat was insured.

On Monday, 5th June, we went aboard with all our gear which included our dry clothing and spare this and thats and by the way the rain was coming down it looked as we would need them very soon.

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pop.

Another tricky little job on the boat was to build in a lower deck for 2½ feet aft of the stem on which to stow our dry gear and this was where the fun started. Nobody had thought out how to stow into the lower deck with a great bleeding outboard motor on one side and a stove on gimbals on the other. I watched Alistair doing his best and his efforts were something like a performing seal. He latterly emerged with a crick in his back and agreed that the stove would have to go. He then kicked the outboard brackets to bits and threw them overboard which relieved his feelings no end. I joyfully rowed the stove etc., ashore and stowed them in the car.

At 1015 hrs. we left our home mooring at Carrick Castle, Argyll and set a course for the mouth of Loch Goil in lashing rain and a strong head wind from the S.E. Never mind we thought once we get into Loch Long it should be easier as we will be heading due south and we will have an easier beat down Loch Long. Blow me if we didn't find on reaching Loch Long the wind was now south west and the beating against wind and tide had to continue in all its misery of endless tacking and cold merciless rain of the curtain rod variety. We had the Dog Rock abeam at 11.45 hrs, $1\frac{1}{2}$ hours to make headway of $1\frac{1}{4}$ miles. Ye Gods we'd never get very far at this rate.

As we beat down Loch Long conditions got worse instead of better and we were taking on water both salt and fresh in large doses. We began to wonder if would be able to make Ardentinnny, about 4 miles south. However we stuck it out and finally managed to reach the South Shore of Pinart Bay avoiding the shoals. There we dropped a kedge over the stern and our small 12 lb C.Q.R. anchor from the bow taking a warp ashore from the anchor to enable us to get aboard in the morning.

The time was 15.15 hrs. and all I wanted was a hot bath, a change of clothing, some hot food and a dram. (My crew agreed on the agenda but not the allocation of priorities).

We slipped over the bow into the water, we couldn't have been any wetter, carrying our small bags with a change of dry clothing and struggled along the beach up to the Hotel to find it was fully booked, and we were too late for an afternoon dram. The only thing to do was to foot it another mile round the bay to Glenfinart House Hotel in the hope that they could put us up and we were much relieved to be told that they could.

After a hot bath, a change into dry clothing and a good meal we settled down in front of a huge log fire in the lounge with a glass of Whisky, and

life didn't seem so bad after all. The rain battered on the windows, the wind howled in the trees but we were snug and dry.

In the morning the weather, if anything, was more unpleasant and the rain heavier, so after breakfast we got obliging Tommy who was Head Barman, Boots, and General Factotum, to run us along in his battered old van to see how 'DUNLIN' was getting on. She was riding bravely to her two anchors, half full of water, so we pumped her out and returned to the Hotel to consider the next move. We also returned to bed to give this matter the serious thought it deserved for we were rather late in turning in the night before.

After lunch we gave the matter further serious thought and latterly decided if we were to call ourselves 'Sailors' we should push off, so once again we got our trusty friend to ferry us down in his van. We arrived at the beach to find that the warp from the main anchor was now under three feet of water as the tide was high. The crew, who by this time was past caring, stripped off and took a header into the water and swam out to the boat where he picked up the anchor rope and brought it ashore. We pulled in the boat and got aboard, picked up our hooks and set out under jib alone as off the shore squalls were very strong. The time was 15.30 hrs. and the rain was non stop.

A short time later we raised the mainsail, not without difficulty, as the wind was veering and backing all round the compass. We ran south in fine style with the wind freshening and had Blairmore Pier abeam at 16.10 hrs.

The idea was to get the length of Hunter's Quay on the other side of the Holy Loch, but quite a lot lay before us ere this was achieved. The trouble was that we had to get round Strone Point which goes out a long way, and the shore from Blairmore to Strone is very foul. We had to head out into the Firth in the direction of the Cloch Light in the hope of weathering

Strone Point on the next tack. About 3 miles out the squalls were literally shocking and the seas very confused owing to the convergence of outgoing tides from the Holy Loch, Loch Long and the river itself. We went about and tried to make west of Strone but found it quite impossible. Accordingly we dropped the mainsail and ran down the Strone shore under the jib looking for a place to land. On spotting a small clearing in the rocky shore below 'Strone Towers Hotel' we slid in, the crew remembering to raise the plate, and thankfully splashed ashore and consumed our flasks of hot soup. It was now 17.30 hrs and we were very cold and wet. We then pumped out the salt and fresh water which was surplus to our requirements and headed out at 18.00 hrs under jib alone to try again for Strone Point and Hunter's Quay. Halfway to the Point we decided that we didn't like the look of Holy Loch so doused sail, and stuck our trusty $4\frac{1}{2}$ H.P. Seagull and let it do the work. It was quite tricky crossing the Holy Loch as we had to slant across fairly heavy seas of breaking water with the plate $\frac{3}{4}$ down for safety, and this caused yawing. All went well and we arrived off the Jetty below the Marine Hotel, Hunter's Quay at 19.00 hrs. thankfully laying out our kedgeree and bow anchor warp ashore as before. We squelched over the lush carpets of the Hotel to be told they were fully booked so we found a taxi and started out to find a place for our weary heads. We were very fortunate in getting fixed up at the Fir Park Hotel, Sandbank, where Mrs. Leyden, the Proprietrix laid on everything we required and took all our wet clothing to get it dried out.

Ian Beveridge.

Part 2 of the 'Cruise of the Dunlin' will appear in the next issue of DB News.

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DAYBOAT OPEN MEETING at Southend-on-Sea.

Fifteen Dayboats from around the south-east entered for the Alexandra Yacht Club's Annual Open Meeting on Saturday, 5th and Sunday 6th August, 1967. The entries were almost double the number of boats at the first Dayboat Open Meeting held in 1965.

It was decided by the organising sub-committee that there should be a Long Distance Race on Saturday and two races over a triangular course on Sunday. Trophies were kindly presented by two members of the Alexandra Club, a large tankard was given by the Sailing Secretary, Mr. R.H. Thomas for the Long Distance Race and a cup was given by Mr. B. Sanders for the overall winner. Both these trophies will be raced for annually at the Dayboat Open Meeting.

Twelve boats crossed the line in a light to moderate south westerly breeze for the Long Distance Race. The water was very choppy and churned up as Southend's Annual Inshore Fishing Fleet Race was also going on. We learned that this race was going to pass close to the Club's distance mark at the time of our start only a few days before our Meeting. Although there was a thirty minute postponement before the start the tail-enders of the fishing fleet were still chugging past at our starting gun. No mishaps occurred, although some strong language passed between one Dayboat competitor and a fishing boat pilot; the result being that the fishing boat had to give way to the dayboat. The first leg was a long beat to the West Leigh Middle Buoy which is off Canvey Island. Spanker (J. Barker) led round the first mark closely followed by Deva (A.G. Farrell) and Iolanthe (R. Selby). These positions remained at the inshore mark and on the run right back to the Club's D.M. The next mark was the Leigh Buoy (Low Way) and this was a beat against a strong ebb tide. The class split as some boats tacked out, while others tacked along the shore. Pretty Miss (L.H. Walker) took a middle course and rounded the buoy well ahead of the rest of the fleet, and it wasn't

until several minutes later, when he was well towards the final mark, that he realized that he had taken the buoy to Port instead of to Starboard and tacked back again to correct himself, but this error lost him the race. Speedwell (E.W. Marshall) was first to round the buoy correctly, closely followed by Pugwash (R.E. Philo), Iolanthe and Greensleeves (S. Corri). Speedwell finished first, but being a smooth-hulled dayboat had to allow time to the clinker boats and the final result of the race was 1st, Pugwash; 2nd, Speedwell; 3rd, Greensleeves who overtook Iolanthe, 4th, just before the final post.

Fifteen boats turned out for the second race and crossed the line on Sunday morning and Speedwell led the fleet around the triangle of buoys. Blue Dolphin (C. Rowe) was lying second and Greensleeves third at the end of the first round, but Blue Dolphin dropped back, owing to rudder troubles, to allow Greensleeves into second place and Puffin (A.J. Drew) into third during the second and final round.

The final race was sailed in the afternoon in variable winds which freshened towards the end of the course. After the first round Speedwell who was well on form had a two minute lead over Tapio (Jim Twyman) and Pretty Miss. After the second round Speedwell had increased her lead to win by four minutes over Spanker, who had come up from 4th place, and Pretty Miss retained 3rd.

The trophies and prizes were presented in the clubhouse after the final race and the overall leading results were:-

1st	DB 145	Speedwell	E.W. Marshall	Medway Y.C.	1 $\frac{1}{2}$ pts.
2nd	DB 393	Greensleeves	S.D. Corri	Alexandra Y.C.	5 pts.
3rd	DB 328	Pugwash	R.E. Philo	Alexandra Y.C.	5 $\frac{3}{4}$ pts.
4th	DB 378	Tapio	J.W.R. Twyman	Gravesend S.C.	9 pts.
5th	DB 349	Puffin	A.J. Drew	Gravesend S.C.	9 pts.

A word of thanks must go to the Sailing Secretary, Race Officer and assistants for helping to make the weekend so successful and to the steward and his wife for serving us with tea and refreshments after each day's racing.

Plans are already being made for next year's Open Meeting which will be held earlier in the season on 11th and 12th May, 1968.

B.G.F.

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LOOK OUT - IT'S HERE AGAIN !

Last season I "arrived" in DB 53, latterly penning an article, "Learner!".

Mingay has progressed a little. Mind you, all the good intentions of winter refit 66 - 67 were 'lost at sea' due to an excess (?) of she-ing and she-ing by her owner. (Shades of scandal). I achieved the ultimate, (not what you're thinking), in '67. A capsized on a calm day. Moral: don't cleat the mainsheet. It must have been a sight; me standing there, knee deep in water, in the middle of the Firth, laughing. I spent five days teaching teachers (or is it learning teachers?) to sail. What some folk do for a vacation! Race results for '67 were better than those of '66. A second place, no less, was obtained one "windless" night by burping through the fleet, aided and abetted by a can of beer. End of season points placing, third out of six boats. (Well, it's better than being last!)

But to be serious, (yes, it is possible) '68 should see the championships come to the Clyde. New sails, new boat even, would help. (You don't have

tell me! I 'Havenae a snawba's chance in Hades'.)

Dilemma - whose sails to buy? In an attempt to solve this problem I conducted a survey amongst Royal Gourock and Cardwell Bay Dayboat owners. Twenty two circulars were issued, along with reply paid envelopes. To date (22nd October), fourteen have been returned. The cost to me? About £1. I've tabulated the information and it's up to you to use it for your own benefit, if that's the correct word. A word of warning - statistically the information means little or nothing since the sample taken was tiny, 0.5% of all the Dayboats, and the usable information was 55% of the sample taken. A national survey, on the other hand, should give consistent and reliable results. If you're interested, complete the sail data page and post it to me. Assuming I get the information, I'll do the clerical work and publish the results.

Acknowledgements are gratefully extended to all the Dayboat owners who took part in the survey and to Miss Beryl Frith for publishing this article. My sincere thanks to you all.

Trevor Jones

SURVEY RESULTS

Comments and Recommendations, which were asked for, varied enormously. A sample few:- "Change the hull". "Don't buy" (McKenzie's sails). "Nothing but praise for Jeckell's". "P.S. from the answers can you help me choose new sails". "3rd suit from Lucas" and "We don't race very much."

Sailmaker	Choice of	Race Success	Satisfaction	Price
Cranfield	1 boat	a little	Yes	
Jeckells	6 boats	overall, good	3, Yes 1, No 2, ?	£25 - 30
Lucas	2 boats	good	2, Yes	£30 - 35
McKenzie	1 boat	good	No	£30 - 35
Tratman & Lowther	2 boats	fair	1, Yes 1, No	£30 - 35

Notes:

Two answers were marked 'Unable to help'.

Five answers didn't know "Price Paid", due to having bought sails with a boat.

Current length of service of sails varies from 1 to 10 years.

No one uses cotton sails.

Race success assessment is by me from information supplied. Jeckells appear to come out as "Best Buy".

Trevor Jones.

The editor does not accept any responsibility for replies that are given on the sail data sheet which is over the page.

S A I L D A T A S H E E T

DB.....

SAILMAKER

ADDRESS

PRICE PAID? HOW MANY SEASONS USE?

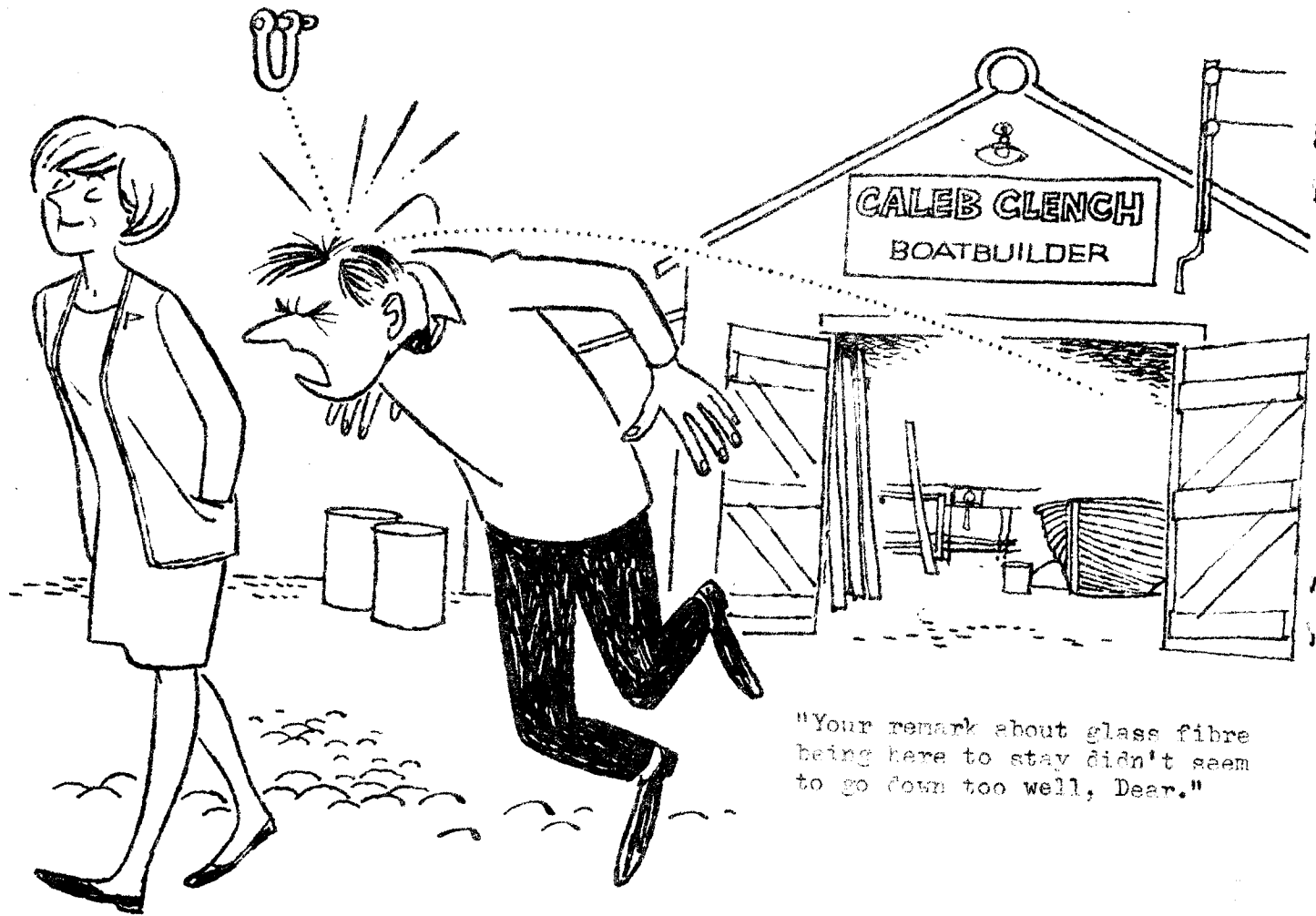
RACE SUCCESS?

ARE YOU SATISFIED WITH YOUR SAILS?

EXPLAIN!

Please return to:-

T. Jones,
1, Madeira Street,
Greenock,
Renfrewshire,
Scotland.



"Your remark about glass fibre
being here to stay didn't seem
to go down too well, Dear."