

# DAYBOAT NOTES

News from the Yachting World Dayboat Association  
ywdb.co.uk

JULY 2020



Newly launched Dayboat 677, Genevieve, with owners Simon and Georgina Bullingham sailing on the River Severn. More pictures inside

# DAYBOAT NOTES

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## CHAIRMAN'S NOTES

### DB Week

It was a major disappointment to have to cancel this year's DB Week in Brixham - a decision that was unanimously agreed by your committee. We all felt that it was important to make a relatively early call to enable entrants to cancel their booked accommodation before they were required to pay the final balance.

The Brixham Yacht Club was looking forward to hosting the event and had been extremely helpful and professional with all the arrangements to date.

As explained in a note sent out by Kath Davis in April, whilst we did talk to Brixham about rolling the Week over to 2021 this was not possible as they are already fully booked with events in next year. However they have confirmed that they are happy to host the event in 2022.

So I can confirm that the DB Weeks in 2021 and 2022 will be held as follows:

2021 Royal Cornwall Yacht Club Falmouth: 19th-24th June.

2022 Brixham Yacht Club: 23rd-28th July.

### New Boat

Simon Bullingham took delivery of the newest DB677 just before the lock down, and as you can see from the front cover has enjoyed a sail on the River Avon.

Steve Creasey built the complete hull last year, which was then moved to Andrew Hewitt's premises and fully fitted out during the winter.

Please note that, if you are contemplating a new boat, do please contact Steve. (See page 15)

### Dinghy Show 2021

Many of you will have noted that the RYA Dinghy Show is on the move. After many years at Alexandra Palace in North London, next year's show will be at Exhibition Centre in Farnborough, Hants. For many years we have taken a stand at the show but have not shown since 2018. A number of your committee went to this year's show to evaluate its marketing value to the class. The matter was then discussed by the committee and there was full agreement that, with the extra interest that could be generated by the new venue, we should take a stand in 2021. I can also confirm that Simon has very generously agreed to allow us to feature his boat on the stand.

### Annual General Meeting

The constitution of the class requires us to hold an AGM every year. We will therefore be rescheduling the meeting for October with the date and venue to be confirmed.

Best wishes and good sailing. David Macfarlane, Chairman

### WANTED

Tim Parkinson is standing down from his post as Webmaster

Therefore, we need someone to take over the role.

If you are interested, contact Tim via the website, or speak to any committee member.

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## YOUR COMMITTEE

David Mcfarlane	Chairman	Bosham	07538 528699
Alistair Seaton	Secretary	Bosham	01243 572778
Bob Davis	Treasurer	Poole	01794 368118
Tim Parkinson	Webmaster	Thornbury	01295 811585
Kath Davis	Membership	Poole	01794 368118
Dave Allen		Thornbury	07503 331696
Peter Hewitt		Poole	01985 214745
Geoff Honey		Gravesend	01322 229751
John Lokier		Poole	01202 698584
Phil Lokier		Poole	01202 698584

Please contact any Committee member for advice or information

## Welcome to new members

Nick Phillips, Edith G, DB595. Turn to page13 for more about Edith G

Tommy Bennett, Samantha, DB302. More on page 11

Robert and Joanna Long have taken over ownership of Clementine DB 624 and will be sailing her at Bosham Sailing Club

Welcome to you all, we hope you will all enjoy your Dayboats and have many happy hours sailing them.

...and we can introduce 2 third generation Dayboaters

Lexie Pell at 4 months being introduced to the Dayboat by her father Brenden and contemplating following in her father's wake as national champion in 2042!



Benji Clewer at 6 months getting some land training, during lockdown, in readiness for future trips in Daydreamer. Benji has already competed in a number of races and an open meeting as a bump and is very excited to get back on the water racing!

Sarah Collingwood, Daydreamer, DB 621

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## FROM THE CLUBS

### SAILING NEWS (OR LACK OF IT) FROM GRAVESEND SC

Well I guess like most of the other clubs, there has been little or no sailing this year at Gravesend. We traditionally wait until the cruisers have been lifted in before we start dinghy sailing. There being no storage space available until they do. The timing of the lockdown meant a delayed start to the season as the cruisers only went in last week. However, for some time until recently, traffic on the river was restricted to essential commercial vessels only. Like the rest of the DB sailors it has been frustrating looking out at excellent sailing conditions but not being able to make use of it. Once restrictions allow, we hope to start some of the seasons events, but keeping the regulation 2m separation is not generally possible in a 2 man dinghy, unless helm and crew are living together, although like other clubs we have a few couples who sail together.

Any Dayboaters who have visited GSC in the past 50 years or so, will on their next visit notice Tilbury Power Station on the north shore, opposite the club, is no longer there. Sailors returning from a long distance race or cruise could always find home by the power station chimney, sadly this land mark is no longer. Following its closure it has been demolished and replaced with an unaccompanied container terminal named Tilbury 2. This will mean more shipping movements in our stretch of water, but nothing we can't cope with. Just upriver from the club appears to have become a graving dock for temporarily redundant cruise liners.

Hope to you all manage to stay safe and are able to get back on the water soon.

Geoff Honey

### BOSHAM DAYBOATS

This has to be the first and hopefully only DB report without any racing to report!

At least the lock down period has provided the opportunity to lavish vast amounts of attention on our boats.

For the past couple of months, all around Bosham, DB's have been titivated, tweaked and had copious amounts of varnish applied. As the boats have been moved to the dinghy park there has been the inevitable discussion about set up and optimum mast rake!

Sailmakers and riggers have also been busy providing new sails and the odd rig to our fleet. The only problem is that, as the resident measurer, I have a number of sails to measure, which can't take place until the clubhouse is reopened to provide the space to lay them out.



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Since the lockdown has been eased and restrictions to recreational sailing lifted in Chichester Harbour there have been a number of informal DB outings taking advantage of the glorious late May weather. The first of these concluded with an on-water picnic where 4 DB's picked up moorings in the upper end of Bosham Creek and enjoyed a socially distanced get together, and the second with a tea break taken on the beach at East Head.

On bank holiday Monday, Yellow Peril (DB597) ventured slightly further afield, and with careful judgment of the tide and winds, managed to sail to Emsworth and back. A round trip of just under 4 hours.

At the time of writing there is no prospect of any organized racing for the foreseeable future. However this season the club has planned to adopt the 5 light starting box system. One advantage of this equipment is to be able to reduce the size of the race team. So, combined with safety boats manned by family members, it may be possible to run some races from late summer onwards.

David Macfarlane,

## THORNBURY SC

Thornbury Sailing Club has seen a steady stream of activity since reopening, beginning with a sterling site clear up undertaken by senior members of the club's Wednesday team including former DB pairing Sue and Barry Leat, who took on disposing large piles of flotsam left over from the March floods.



Of the Dayboats it was Paul and Julie Bowden who got their boat DB533 ready, moored, and sailing in a matter of days while the rest of us were still thinking about what work was needed on boats which had been effectively stranded in the club compound for three months. Hot on their heels, however, appeared the redoubtable figure of Tim Parkinson with a well varnished clinker DB565 complete with new spray deck (the old one damaged in an argument with a committee boat at last year's DB Week).

Still fiddling around in the compound are Dave Allen DB572 and Stuart Beale DB542, both being 'close' to launching for at least three weeks now. Other DBers have been spotted, including Alberto Pau and John Gush who purchased DB 585 Kittiwake from somewhere in Wales at the end of last season. This boat is particularly interesting as it was the first GRP clinker Dayboat commissioned by Barry Leat who was then chairman of the Association committee, and built by Beachcomber in

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1980. This one has wooden decks but lacks the familiar comb positioned in front of the main mast. After a club race I recall Alberto asking Barry why this might be the case. Barry offered the reason that he just hadn't got round to it!



*Avocet at Sturch Pill*

Tim has since completed a single handed cruise to Sturch Pill on the far side of the Severn from Oldbury, and is currently organising a group mission to Brimms Pill a few miles up river from Sturch.

There are still club members hoping to acquire a Dayboat in the second hand market, so if any readers are aware of a possible sale, please contact myself or Tim Parkinson and we can get another TSC member into the class.

Dave Allen

## AN UPDATE FROM POOLE

The pandemic has affected the whole world and I hope everyone is keeping well and staying safe in these unprecedented times. As this point in the year, I would usually be writing the mid-season race report from Poole Yacht Club. Unfortunately, I have nothing to report from the water and so my update will be fairly swift!

The club's Facebook page has been a hive of activity, with members getting involved with quizzes and virtual racing. Whilst there is currently no racing at Poole, there are a small number of Dayboats who have launched this year and are no doubt enjoying the wonderful Poole Harbour.

Finally, as many of you will know, the Dayboat membership at Poole acquired DB602 two years ago to enable members of the club to sail a Dayboat. Unfortunately, we have been unable to launch Eliza this year as a result of the pandemic, and the committee made the decision to market Eliza for sale. I'm pleased to report that she now has a new home and will remain in Poole.

I'm afraid that is all from Poole for the time being, but hope to report a little more in the next edition of DB Notes.

Natalie French



### Commemorative Mugs

We still have 4 mugs available at £5 each.

Please order by email to [kathdavis@btinternet.com](mailto:kathdavis@btinternet.com)

## ***Back in the beginning ...***

*'Yachting World' magazine has been publishing short articles about the dinghies that the magazine sponsored in the early post-war period. This one appeared in the April 2020 edition. The content is purely factual - the Association provided much more information about the outstanding qualities of the boat (and of our members!) but these were not included for reasons of space. However, the publicity can only help to 'spread the word'. Ed.*

## **Yachting World's surprising small boat legacy**



Yachting World Dayboat in glassfibre



An original wooden clinker-built boat

You may know Yachting World as a the home of yacht sailing, but back in the 1940s and 1950s, the magazine sponsored more than 30 small boat designs, simple to make sailing and boating more accessible to more people, writes Nigel Sharp. Most of them were sailing dinghies, several of which are still popular today, including the GP14, Solo, Cadet and Heron. Originally, all of their names had the prefix 'Yachting World'. Today, the only one which has retained this in the Yachting World Dayboat. YW's editor of the time, Group Captain EF 'Teddy' Haylock, commissioned G O'Brien Kennedy to design the Dayboat, with the brief that it should be round bilge and suitable for construction in double diagonal, clinker or carvel; a boat for the crew to 'sit in, not on'. It wasn't intended for racing but was to have good performance and be 'suitable for family parties, picnicking, fishing and for generally knocking about in semi-open water estuaries and rivers'. In October 1949 the magazine advertised full sets of plans for £2 2s. The ethos of the Yachting World-sponsored boats was to encourage

amateur construction and most of them were plywood/chine designs. Initially the magazine banned professional construction of the Dayboat, but it soon became apparent that the round bilge design was just too difficult for most amateurs. Very detailed building instructions were later published in a two-part article, and in 1955 the amateur-only rule was rescinded. By that time about 30 boats had been built but, because there were no class rules, they differed widely especially in terms of hull weight. In 1955 a class association was formed rules were written and a minimum hull weight (including the galvanised steel centreboard) of 450lb was agreed. The resulting relative uniformity of the boats made racing them more popular, and in 1957 the first national championship was held. Five years later, about 350 boats had been built. In 1968 the rules changed to allow glassfibre construction for 'smooth' hulls, and for simulated clinker hulls from 1979. In total, 677 have now been registered, the last of which was launched in 2019.

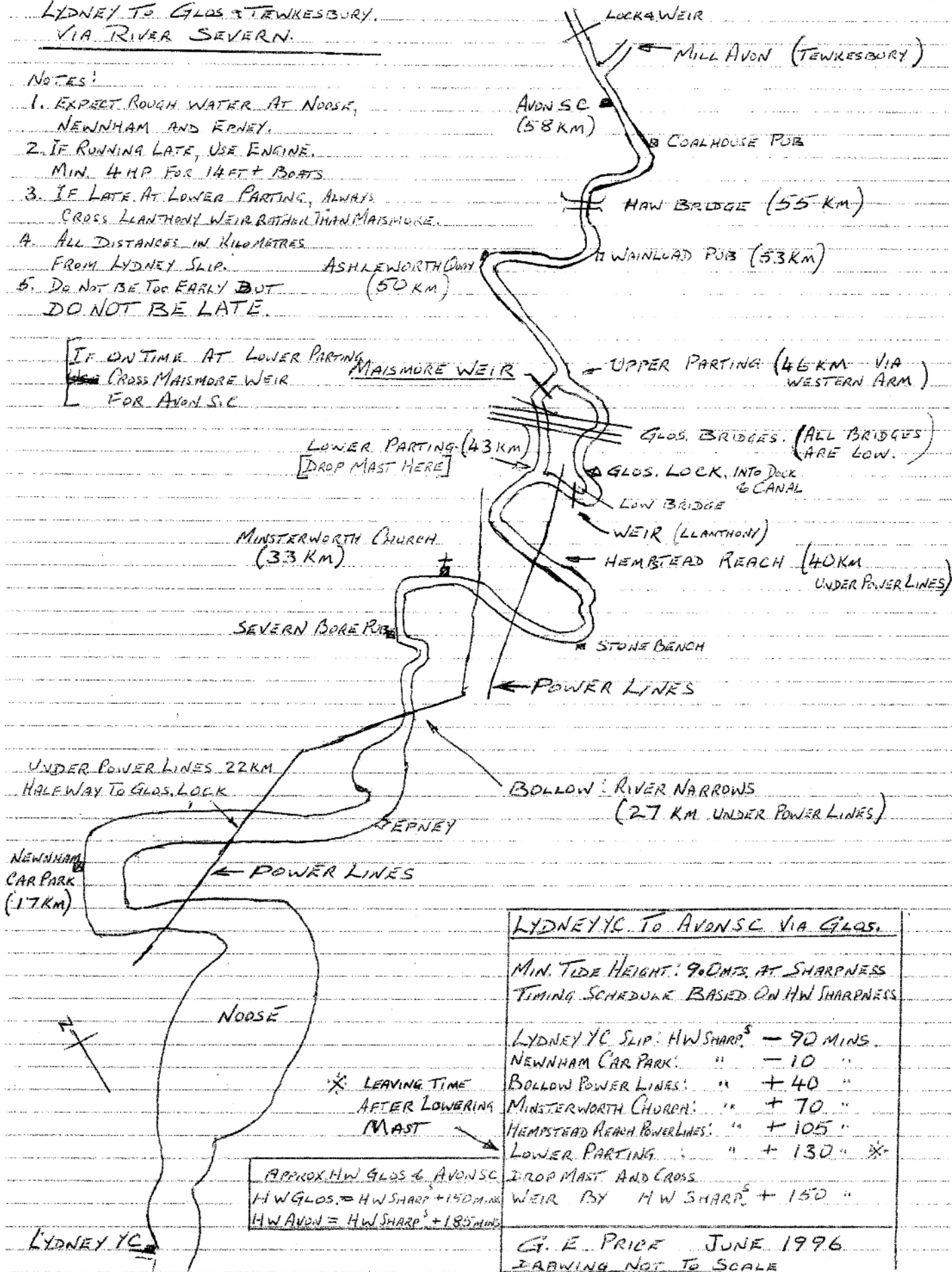
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## LYDNEY TO GLOS & TEWKESBURY. VIA RIVER SEVERN.

### NOTES:

1. EXPECT ROUGH WATER AT NOOSE, NEWNHAM AND EPNEY.
2. IF RUNNING LATE, USE ENGINE. MIN. 4 HP FOR 14 FT+ BOATS.
3. IF LATE AT LOWER PARTING, ALWAYS CROSS LLANTHOY WEIR, BOTHER THAN MAISMORE.
4. ALL DISTANCES IN KILOMETRES FROM LYDNEY SLIP.
5. DO NOT BE TOO EARLY BUT DO NOT BE LATE.

IF ON TIME AT LOWER PARTING  
CROSS MAISMORE WEIR  
FOR AVON S.C.



### LYDNEY YC TO AVON S.C. VIA GLOS.

MIN. TIDE HEIGHT: 90 CM AT SHARPNESS  
TIMING SCHEDULE BASED ON HW SHARPNESS

LYDNEY YC SLIP: HW SHARP <sup>S</sup>	- 90 MINS.
NEWNHAM CAR PARK:	" - 10 "
BOLLOW POWER LINES:	" + 40 "
MUNSTERWORTH CHURCH:	" + 70 "
HEMSTEAD REACH POWER LINES:	" + 105 "
LOWER PARTING:	" + 130 " *
* LEAVING TIME AFTER LOWERING MAST	
APPROX. HW GLOS & AVON S.C.	
HW GLOS = HW SHARP + 150 MINS.	
HW AVON = HW SHARP + 185 MINS.	
WEIR BY HW SHARP <sup>S</sup>	+ 150 "

G. E. PRICE JUNE 1996  
DRAWING NOT TO SCALE

"George's experience of the River soon showed through when in addition to a map, he produced a strict timetable." (A larger copy is available on the website. Ed)



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## FROM THE ARCHIVES

Pete Hewitt recently re-discovered this article about a cruise(?) on the River Severn to Avon SC. About the same time Simon Bullingham at Avon SC met David Harris (see below) which set him thinking about doing the same trip. Maybe more about this in a future Dayboat Notes

You will be able to see a larger version of the map in the copy of DB Notes on the website.

### **Sailing trip from Lydney to Avon Sailing Club - by David Harris**

Having heard a lot about George Price sailing from Lydney all the way up the Severn to the Club last year, and that he was planning a repeat trip this year, i was only too pleased to accept an invitation to go along. As I had only ever sailed on the River Severn proper, this trip was bound to be different, and just how different I was soon to find out!

George's experience of the River soon showed through when in addition to a map, he produced a strict timetable. Leaving Lydney at 09:35 on the dot would give us only 10 minutes leeway at the point of no return, which was Newnham: miss the timing there and we would have to turn back....

I arrived at Avon SC. at 8 in the morning to be met by Dave and George. Leaving Dave's and my cars at the Club we drove via Upleaden, Newent and Coleford arriving at Lydney at 9am, where we meet up with Cliff who was busy preparing his Wanderer. The tide was already coming in at quite a rate of knots and the sand banks were disappearing by the minute, so soon there was plenty of water and the boats were launched at 9:45 (the latest possible time). The morning mist was clearing and the opposite bank could just be seen, the river being  $\frac{3}{4}$  mile wide at this point.

The launch went well, if rather muddily, with Lydney pier providing a shelter from the increasing flood tide. The motor fired up and the sails filled, and with all this and the flood tide we were given an exhilarating turn of speed and Lydney soon receded into the mist. The river widened to over a mile and the morning mist cleared to reveal great areas of troubled water, where the force of the tide and the flow of the river causes much turbulence and a heavy chop. Then we met the first standing waves - a new experience for me - 3ft-high waves which weren't moving anywhere, and which would appear and disappear within a few minutes. These are caused by the flow of the river and the rapidly rising tide over comparatively shallow water. However, we managed to miss most - but not all - of these mainly due to George's knowledge of the River and the navigable channel.

On reaching the "Noose", where the estuary turns left and starts to narrow down, George took the deep channel to the right, but Dave & Cliff decided to attempt the much shorter route to the left over the shallow water. At first this seem a good move, but a series of six standing waves appeared! The Wanderer rode high over the first five waves, but through the sixth, giving them an intimate feel for the water temperature. Then the shallow water proved just a mite too shallow, and the centreplate struck the sand. However, no gear was damaged and both boats proceeded through both heavy chop and calm waters to Newnham, arriving at 10:51, four minutes ahead of our schedule, a distance of 17km in just over an hour.

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Newnham is the decision point, if we had been late we would have moored up and returned to Lydney on the ebb tide after a wait of about 4 hours. But all was well as we were just ahead of schedule. Many of the visitors to Newnham seemed surprised to see us: very few boats, especially of our size, are seen on the River here, and many cheery waves were exchanged. Proceeding around Newnham and on towards Epney, after another  $\frac{3}{4}$  hour we had travelled about  $\frac{1}{2}$  mile as the crow flies. The river is now not that wide, about  $\frac{1}{4}$  mile, but heavy chops and standing waves were still a-plenty. At this point both boats tried pure sailing without engine assistance, but there was insufficient wind to maintain the necessary speed, so we resorted to more motor sailing. Arriving at Epney where the river turns left and widens out proved interesting: workmen were busy building flood defences (do they know something we don't, I wonder?) And standing waves appeared almost across the full width of the River. These gave the boat a good hammering but the Dayboat proved more than adequate for keeping crew dry.

At this point the river narrows down to normal size and the speed of our progress really began to show. The "Severn Bore" pub hove into view and disappeared equally quickly; and the 33 kilometre mark came and went at Minsterworth church at 1215. The river now turns almost due South giving us almost a head wind, but by now we were 15min ahead of schedule. The rest of the journey to Gloucester proved easy, although we did turn the boat to face the flood tide to prove the engine could make headway against the tide.

Arriving at Gloucester is also a decision point: the short way is via Maisemore weir about one or  $1\frac{1}{2}$  miles away; the longer way is via Gloucester. Time was on our side so we chose Maisemore. Lowering the mast to get under the bridges provides fast passage to Maisemore and onto the navigable part of the river. Here the race against time is finished and a more leisurely cruise upriver back home to Avon SC can be taken.

David Harris & George Price 1998

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### **LOCKDOWN DREAMS ..... SAILING FROM POOLE HARBOUR**

We had some wonderful sailing last year and were sad to have to put Daytripper to bed for the winter. As usual, we made sure all end of season recovery work on the boat was done first, leaving as little as possible to do for the start of the 2020 season. Sadly, she remains securely cocooned on the driveway. During this lock down, like most people, we have been busy catching up with all kinds of things around the house and garden. At times I took to looking through our photo albums and have been pleasantly reminded of some of our numerous boating activities.

Some of the highlights of the past few years were when we were joined at Poole by our daughters and their families. They set up camp for the week, usually somewhere near a suitable slipway. Ridge farm near Arne is one of their favourite spots.



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On this occasion, they sailed their Wayfarer from Wareham to meet us at Shipstall beach. The pictures show our two boats safely nestled down on the shore. A couple of years ago, they kept their boat at Studland Bay and we sailed from the club in Daytripper to meet them. I am reminded that after spending a lovely day on the beach with them, we had a rather difficult time sailing back to the club.



We had regrettably chosen to sail to Studland on the Bournemouth air display day. However, with time getting on and very little wind, we started our journey from Studland back to the club. After a long, very lumpy trip, we were approaching the dreaded chain ferry with a very unhelpful finicky light wind. To make matters worse, a whole fleet of boats of all shapes and sizes previously attending the air show were now converging on the ferry gap. We were surrounded by them and the sea became so churned up, we had a real fight on our hands to get poor Daytripper through the gap and to safety! By the time we returned Poole YC we were very tired and so grateful for dry land and a well deserved drink!

Richard and Jean Buckland

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### FROM FACEBOOK

*Those of you who follow our Facebook page will almost know Tommy Bennett, who has kept us up-to-date with progress with DB302, Samantha. This is from his last posting in February before the Covid lock-down.*



Hi fellow DB sailors. Just joined the Association. Update on DB302. I finished restoring (rebuilding) 2 summers ago. She took 6 summers. (I live on the west coast of Scotland) and about £2000. I can't make 2020 nationals, I will try 2021. I hope every one has a good summer of sailing.

**We are on Facebook.** Why not join?

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

....and let us know what you and your Dayboat are doing.



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## TRAILER TALES

When we started making enquiries about a new trailer for our Dayboat, we were delighted to hear that the Dayboat Association had already started making enquiries, and a recommendation had been made. Pleased to not be involved with a decision, we went for it! Our provisional enquiries had Trident being the amongst the top two - the other trailer needed collecting and towing back.

The trident trailer arrived flat packed (see picture).

Construction was \*relatively\* simple - only involved one or two head injuries but everyone survived. They handily send a collection of spanners with the trailer, so we didn't even need to find anything. Having made the trailer, we realised how big it was. When positioned next to Widgeon's trailer (see picture), the size difference is even more stark.

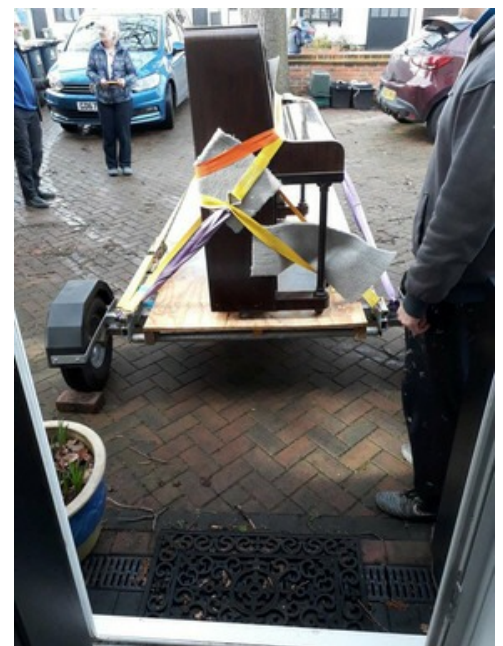


We also noticed that the launching trolley rode very high. We later managed to correct this by attaching things differently.

Despite fears that the boat would be difficult to tow, it was a breeze. The boat didn't wobble, and the mast rack was high enough that the mast rested above Mum's car roof, and more importantly, also above the roof box.

The launching trolley had impressive tyres - which you all admired when it handled the sand at Rock with ease. The boat generally sits on the launching trolley at the sailing club (or in our garage for most of this year), and the trailer can easily be unbolted and re-flatpacked for space efficient storage.

But not this year..... this year, we converted the trailer into something different: the trailer was used as a piano towing truck. When collecting a piano from 500m away from your house, do you a) push it, b) hire a van or c) use the boat trailer. Whether option c) was the most sensible or not, it worked! We attached a large sheet of wood to the trailer using just some clips and bolts, left the boat on the launching trolley, and tied the piano down. The ramp and some wheels helped get the piano on to the trailer - but the strong helpers were probably the most important.



Charlotte and Peter Griffiths

*Note: Although Charlotte and Pete are happy with their trailer, it did turn out to be rather long. The Association has identified two other trailer suppliers able to make combinations trailers suitable for Dayboats and it is hoping to work with a supplier to refine the design and layout to achieve a 'perfect fit' More information to follow.*

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## MORE FROM FACEBOOK

Ian Ballantyne wrote in July 2019



So this work of art appeared on the hard at Stone Sailing Club this weekend... she's a newly completed "Dayboat" named Edith G that has been built by a gentleman over the last 41 years and she was launched and sailed for the first time ever on Saturday. I have yet to meet the owner, so all this is second-hand information. She's gaff-rigged on wooden spars and the craftsmanship involved is amazing. I don't know if she has a sail number or much other information, but will update if I find out any more.

*We did have Edith G on the database - DB 595, Edith G registered 1983 - Ed*

Nick Philips - the owner joined in:

As Ian has identified this has been a bit of a project. I am a lifelong Dayboat fancier having learnt to sail in DB19 on the Medway. I started building Edith G in 1978. However the process was interrupted by studying, getting into bigger boats, old cars, families and so on. After the initial enthusiasm there were a number of intensive bursts of activity in the mid 80s, and then 00s before I finally got my act together and got her finished at the end of June. Originally built in borrowed garages Edith G has moved house with us many times and became a bit of a family talking point (they might have said 'joke' but who's laughing now?).

I am very pleased with her. It should be noted that despite some of the comments she has a 'Four Foot Finish' - any closer and you can see that craftsmanship=Class 1 bodge.

It was a weird experience sailing a boat which I had already sailed so many times and for so many years in my head. The transition to actually sailing her has been imperceptible with nearly everything working how it did in my years of virtual sailing.

I know there will be some questions about the gunter rig. Some of them are mine! But I love it.

I was at Stone for an Old Gaffer Association meet up. This was only our second outing on the water. We got a sail on Friday but the weather was not conducive yesterday / today.

Hoping to get some sea-time on the East Coast and Broads for the rest of the year.

Nick Phillips



## REMINISCENCES FROM POOLE Y.C.

### Helmsman's Trophy 1967

As some of our readers will know I have been spending my lockdown researching the history of Poole Y C from it's beginning in 1852. This has proved very interesting and rewarding.

It has become clear that as with most one design or restricted classes the chaps at the back of the fleet look at those at the front with some envy, jealousy even, and find ways of persuading themselves that their poor performance must be due to other things such as an old boat, old sails, old crew etc. etc. As a result at Poole we set up a "Helmsmans Trophy" the format being that the boats and crew remained static and only the helms, who drew lots, swapped places.

You can imagine stepping into a totally strange boat in the days when hull shapes (many were amateur built), sail shapes and not to mentioned crew shapes and sizes, differed considerably. Then you had to contend with different layout of gear such as an aft rigged mainsheet, tiller extension (or not) mainsheet winches and all sorts of kit that often failed to work. But at least the crew was familiar with the front end. Several crew feigned deafness as well.

The results of the one race sailed were illuminating, if only I could recall them all, but I do remember some of the "hot shots" proved not to be as hot as they thought they were (those that entered) and at least one "tail end charlie" (who can remember Don Tanner, one of our most successful helms?) came from the back of the fleet to the front.

Most helms finished roughly where they always had, hence this proved to be a one off event. All I seem to recall is that the winning boat finished about 3 minutes ahead of the fleet after an hours sailing, or did I just dream that last bit!

Bear in mind that in the early days boats were treated a good deal more roughly than they tend to be now, so I doubt we could repeat the experiment with today's quite sophisticated craft.

Richard Cake DB 583, Instant Sunshine



**27 & 28 FEBRUARY 2021 - FARNBOROUGH  
INTERNATIONAL EXHIBITION CENTRE**

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## THINKING OF A NEW DAYBOAT?

The Association's builder, Steve Creasey, is about to start building another new g.r.p. Dayboat from the Association's moulds. This will be available later this year and can be supplied to any stage of completion, from hull only to a boat completely fitted out to the owner's exact specification. An early order would give a new owner a choice of hull colour. If you might be interested, Steve can be contacted at

stevecreasey68@gmail.com or on 07818 625635

**DB677, GENEVIEVE**, as seen on the cover - the first complete hull from Steve Creasey. Here are a few more photos showing some details of the fitting-out by Andrew Hewitt.



# DAYBOAT WEEK 2021

## Royal Cornwall YC, Falmouth

19th - 24th June



Cruising and racing in  
Carrick Roads



All Welcome

Full racing and social  
programme

