

DAYBOAT NOTES

News from the Yachting World Dayboat Association

JULY 2011



Merlin at the Dinghy Show



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CHAIRMAN'S NOTES

The season opened with the warmest, driest spring in living memory, as the saying goes. The persistent high pressure kept the winds stubbornly in the North and East, changing only occasionally to the prevailing south westerlies and then being strong enough to blow dogs off chains. Down at Bosham it made for an exciting start.

In March, our stand at Ally Pally looked really good with Peter Hewitt's new boat, Merlin (669), still smelling of fresh resin. It was a pleasure to meet friends, old and new. Many thanks to all who helped with the set-up and dismantling and welcoming visitors to the stand.

Sail numbers are up to 672, making ten from Chris Somner, and the new wooden boat being built at Lyme Regis comes on apace.

Poole will have staged their Open Meetings by the time you read this and at Bosham the ten Dayboats in their Classic Dayboat Fleet will be joining in the two day Classic Boat Revival.

The next big thing will be Dayboat Week at Castle Cove Sailing Club in Portland Harbour. We are hoping for a really good turn out there and looking forward to racing on the same water that in 2012 will be the Olympic venue. 2012 is also the 60th anniversary of the Queen's Accession. Consequently, the late May Bank Holiday has been changed to early June with the result that we have had to change our venue from Rock. The tides during the new Bank Holiday week will be at their most unobliging and during the week when the tides would have been right there will be no one there to run the racing. However, the good news is that we are talking to Parkstone YC, to get our own start during Poole Week – more news as it develops.

The AGM will, as usual, be during Dayboat Week and I hope we can welcome as many of you as possible, even if you are not able to join in the sailing.

Iain Macpherson, DB614, Doubloon

Email the editor, kathdavis@btinternet.com with your club report and photo for the next edition of DB Notes.

Do you have any other items of interest? Send before the end of November for the next issue.

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THE 56th ANNUAL GENERAL MEETING **Wednesday August 24th, 0930 hours** **at Castle Cove SC**

Enclosed with this issue of DB Notes are your documents for the AGM. Propositions for changes or additions to the Association Rules are invited, and must reach the the Secretary by Monday 1st August, email cass@belfrycottage.net or by post to Cass MacPherson, Belfry Cottage, Chidham Lane, Chidham. GU5 9DD.

The full agenda, including propositions will be emailed to those for whom we have email addresses, and also posted on the Association website - www.ywdb.co.uk by August 3rd.

THE COMMITTEE

| | | | |
|-----------------|-----------|-----------|--------------|
| Iain Macpherson | Chairman | Bosham | 01243 575652 |
| Cass Macpherson | Secretary | Bosham | 01243 575652 |
| Bob Davis | Treasurer | Poole | 01794 368118 |
| Tim Parkinson | Webmaster | Thornbury | 0117 9508033 |
| Deb Struthers | | Gravesend | 01328 822066 |
| David Cake | | Poole | 01202 730257 |
| Sue Clayton | | Poole | 01404 376273 |
| Kath Davis | | Poole | 01794 368118 |
| Sally Hewitt | | Poole | 01985 214745 |
| Peter Hewitt | | Poole | 01985 214745 |
| Geoff Honey | | Gravesend | 01322 229751 |
| John Lokier | | Poole | 01202 698584 |
| Phil Lokier | | Poole | 01202 698584 |

Please contact any Committee member for advice or information



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NEWS FROM THE CLUBS

GRAVESEND SAILING CLUB

Our DB series got off to a poor start with a 27 kts breeze cancelling the race, so no racing report, but

....a reminder that the Gravesend Open is on 16/17 July. Any visitors requiring accommodation or information on the weekend should contact me. (*see ad. below*)

A few more details on Penny's Crazy Caledonian Cruise. The support crew are picking up a Sigma 33 from Laggan Locks on Sat 23rd July and making their way west down Loch Laggan to meet up with Widgeon (DB 660) once she enters the canal.

On the Sunday Penny is launching Widgeon at Lochaber Yacht Club in Fort William and sailing across Loch Linnhe to Corpach, which is the sea lock gateway to the system. Once in the system she has to pass through the 9 locks of Neptunes Staircase before travelling along the canal to meet the Sigma.

The team then plan to sail up the length of the Caledonian toward Inverness recovering Widgeon at North Kessock on Friday 29th.



Neptune's Staircase

Geoff Honey, DB 636 Phoenix

If you would like more information or to contact Penny you can find her in the Website Forum - www.YWDB.co.uk/forum. - Ed

You are invited to
DAYBOAT OPEN MEETING
at
GRAVESEND SAILING CLUB
on
16th and 17th JULY
Contact Geoff Honey - geoff.h2@ntlworld.com
or phone 01322 229751

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BOSHAM SAILING CLUB - A view from a Torbay Minnow



Welcome to Just Resting

Yachting World Dayboats continue to stun and amaze at Bosham Sailing Club. Surprisingly, they also seem to encourage others to get on the water as yet another Dayboat has joined the fleet at Bosham. Mark and Susan Ross are now the proud owners of Just Resting, DB 637, and a warm welcome is extended to them.

David and Fiona MacFarlane are still seen whizzing over the water, seemingly impervious to any adverse weather

conditions. Does Yellow Peril, DB 597, not have any brakes? However, they are frequently fairly closely pursued by Mark and Shirley Stanton, in their interestingly coloured Scaup, DB 533

Carol and Stuart Martell in Emma, DB 655, have had a hectic season so far. Having tweaked her into readiness for the first race, they promptly bashed her into a sea wall, got her ready again for the next race, went to a wedding and then decided that Emma does not do sailing in 25-28 knots of wind and so retired from the club's latest race – much to the envy of some others.

Iain and Cass Macpherson continue to trundle around the harbour in their Doubloon, DB 614, although these days Cass can be seen to be enveloped in a mysterious haze of something soothing! Now that Dapple, DB 513, has got its first new suit of sails for 15 years and has had many of its leaks seen to, things are getting pretty tense there, too.



Iain & Cass - trundling

Is your club represented here?

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

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And of course, Barry and Jan Colgate in Piu Mossu, DB 634, battle on. In Bosham Sailing Club's last Classic Dayboat Race, they were kind enough to demonstrate the excellent buoyancy of a Dayboat. There is always the possibility of a capsize as one launches and Barry and Jan showed how to do this and still make the start on time. They then demonstrated the art of keeping one's spectacles in place during a capsize at the start of a race. And finally a capsize that was just plain stylish and proved that Dayboats and their crews are pretty tough!



Crewella

Crewella in Minnow

POOLE YACHT CLUB



Family Glenister enjoy a race round the islands

The season got off to a flying start, 10 boats competed in the first evening race of the year and, no doubt helped by the exceptionally hot weather, 24 boats raced in at least one race in the spring series. But the non-racers didn't hang about either and very few of the 47 allocated pontoon berths remain unfilled.

This year's Try-a-Dayboat Day was deliberately scheduled early in the season but, with the wind and rain, was abandoned before it really got going. It could have been a disaster, we had very good boats, a good club and good

facilities but it is the people who make it all work. A sociable day was enjoyed with plenty of tea and cakes so thank you to everyone who turned out on the day to show the real spirit of Dayboaters. We managed to get the "interested parties" on the water a few weeks later and were encouraged by the response. We can only wait to see if.....

Having the Open Weekend early in June keeps you on your toes. Everything seems to be in place and we are left with the usual uncertainty of the weather. Saturday proved to be perfect for the sail around the harbour islands, sun, a steady breeze, sparkling water etc. – I know it is really serious racing but by pretending it isn't we get a lot more people to join in. In fact, 24 boats entered to

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race for the Tanglefoot Trophy including visitors from the Midlands, Gravesend and Thornbury and an extra couple of Hewitts. It was won convincingly by Colin and Chrissie Blewett sailing Alice with two firsts. The runner up was Young at Heart sailed by James Hewitt and Vanessa Hughes.



Not quite such a good turnout the following day but it was going to be a lot more serious, and the sun didn't shine. The first shock was to discover that Bob Clewer wouldn't be sailing, instead his boat DB 670, Deja Vu would be steered by Matt Burge and crewed by Andrew Clewer (Matt sailed at Poole as a youth and has been very successful in the 420, GP14 and Fireball at National and International level). This was obviously going to be interesting – would we be treated to a master class of sailing?



Team Blewett show the way

Race 1 saw a lot of place changing but after an indifferent start it was again Colin and Chrissie Blewett who made steady progress throughout the race and crossed the line as comfortable winners. Ron Lovett used his experience to get to 2nd and Matt Burge had to settle for third place.

At the first mark of race 2 it was nip and tuck between the Blewetts and Deja Vu and this continued until Colin was finally pipped into 2nd place at the line. Matt and Andrew were obviously getting the hang of sailing a Dayboat. Pete Hewitt and Chris Lockett crossed 3rd in Merlin.

The overall winner would only be settled on Race 3. Colin Blewett established a clear lead early on which he kept throughout. Matt Burge and Peter Hewitt enjoyed close racing all around the course but were both passed by Michael Hewitt in Mandarin who held the position to finish 2nd.

Overall results

| | | | | |
|---|-----|----------|----------------------------------|------|
| 1 | 647 | Alice | Colin and Chrissie Blewett | 2pts |
| 2 | 670 | Deja vu | Matt Burge and Andrew Clewer | 4pts |
| 3 | 669 | Merlin | Peter Hewitt and Chris Lockett | 7pts |
| 4 | 649 | Mandarin | Michael Hewitt and Steve Osborne | 8pts |

As always the Dayboat fleet welcomed the "guest" participants. They all enjoyed the close competitive racing and added spice to the day.

Pete Hewitt, DB 669, Merlin

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ERIE BASIN MARINA, BUFFALO, NEW YORK

When Bruce Dreyer – it's his boat you see on the Home page of the website – sent in his subscription he also sent a letter about his sailing exploits, accompanied by a sketch of his local sailing water. Unfortunately a scan of the sketch was not good enough to include here – although a quick look on Google Earth will give you a good idea!



Bruce writes:

When I see photos of your boats sailing in England, I feel I should explain why we carry an outboard motor. We like to cruise for several hours at a time. You can see in my sketch, the canals, river, inner harbor, are too narrow to sail freely, and also are very congested at times. There is a 14 knot current where Lake Erie and all of the upper Great Lakes force themselves into the Niagara River.

Once leaving the harbor, boats spread out quickly. Waves outside the outer breakwall can crash over it at 6 to 10ft in 15+ knot winds.

We have sailed in these conditions, but I have nothing more to prove. My preferred sailing now is 0 to 10 knot wind – 0 to 3 ft waves. When the waves and winds are uncomfortable, we sail within the safety of the breakwall. We find ourselves among the smallest of boats ranging from our size to 50ft sailing here.

We do sail in the Niagara River, however it is narrow, and with the current it is not always enjoyable. The river current lessens downstream to 4-6 knots, but to overcome this you need a good dose of wind. This usually leaves us motoring upstream to return to our launch point with the motor working hard and, oh yeah, remember those falls?

We have been becalmed after starting our day with a pleasant breeze, and found ourselves (before having a motor) rowing several miles home.

We have banged our center plate on the reef-rocks on the Canadian side.

We have sailed when the wind gods said NO! and then rammed us headlong into the vertical wall on the USA side. I expected to see our bow splayed like toothpicks.

I have said this before, our Dayboat has always brought us home with a day to remember and a smile our face.

We have never sailed a course with a fleet. All of you look like you're having fun chasing one another, I know we would enjoy joining you one day.

Best wishes, Bruce Dreyer, DB 421

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RYA VOLVO DINGHY SHOW



March is the time for the Dinghy Show at Alexander Palace, it is always a good show, and the Association's chance to keep the (sailing) world in touch with the YWDB. The Committee is sure that it is worth the expense (and the time and effort involved from volunteers) to keep the class active, and it is an enjoyable weekend. We now have our name on a well-located stand, next to the organ and one of the refreshment

places – one can sit and admire the lines of the boat while having lunch, and then wander over for a closer look.

The show boat this year was finished by Peter Hewitt from a bare hull and deck moulded by Chris Somner Dinghy Services. Pete did manage to 'complete' Merlin, (DB 669) in time for the show – although see the next page for the rest of the story.

There were many visitors to the stand. It is always a meeting place for Dayboaters old and new - many dinghy sailors have memories of sailing a Dayboat - and there were a number of potential recruits. All are happy to talk boats, which is where the many helpers come in. Chris Somner and his team were also on hand to assist. Thank you one and all, without you the Dayboat stand would not happen.



If you have never been to the Dinghy Show, make a resolution to do so next year - Sat 3rd and Sun 4th March 2012 – and visit your Association stand.

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THE NEW DAYBOAT, MERLIN – now a spring project



Peter and Sally in Merlin at PYC Open Meeting

The story so far – after a bleak winter there was a mighty rush to have DB 669 ready for the great London Dinghy Show of 2011 to be held on the hill at Alexander Palace.

After the show with the boat back in the garage the first thing to do was to strip all of the temporary bits off the boat. Screws had been used as a quick fix and now I had to start again. I needed to be confident that things wouldn't come off in my hand the first time it was sailed in a decent breeze.

Also, I knew how difficult it can be

to have the controls working well and get everything positioned to get the best performance out of the boat. To this end I was lucky to have Mandarin close at hand and soon lost track of the number of checks and measurements I needed to get everything in the right place.

With this going on I had all the other bits to finish, the centreboard was still a mild steel blank and had to be shaped and all the sharp edges removed before it could be galvanised. I had the western red cedar wood to make the rudder blade. This was shaped and sheathed with glassfibre and epoxy to be followed by a quick paint job. (*The Class rule has been amended and this construction is now clearly permitted - Ed*). The stock is from 12.5mm marine ply very close to the shape on the original 1948 plans with a solid ash tiller which can be removed from the hood. It all sounds quite old fashioned but I wanted to be able to remove the tiller and stow the whole lot under the foredeck. The one piece design on Mandarin is just awkward both in and out of the boat.

The oars needed to be light but also long enough to row with. I have made canoe paddles with a cedar strip core and blade and finished with glassfibre and epoxy. The same technique was used to make the oars. A length of B&Q softwood each side of the cedar core was perfect to form the shaft and the result - super light 8' 6" oars with the min. 4" blade which can easily be stowed in the boat.

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Two other changes are the self launching pole in place of a separate jib stick and a winch for raising the centreplate. Everyone seems to think the flexible plastic pole is just too soft but I'm sure the curve and the flexibility has some advantages. Time will tell. Both have potential but they both also need some further development.

Merlin was launched with the minimum of fuss and has proved to be as fast as Mandarin, which is just as well or Sally would never forgive me.

Pete Hewitt, DB 669, Merlin

Remember to visit the Association website

www.ywdb.co.uk

Information - News - Boats & Gear for sale

and lots of DB photos

Post your views in the Forum

We would like to welcome new members

Fred Brookes, DB 362 Playbuoy

Matthew Burge, Poole

Andrew Cake, Poole

Tim & Anne Chalk, Poole, sailing Tycho

Micheal Hewitt & Jane West, Hamble

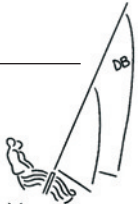
Brian Homer, DB 428 Nippa , Birmingham

Ben Rattenbury, DB 199 Lizzy Anne, Croatia

Hugh Taylor, DB 538 Nausica, Warwickshire

The Williams Family, DB 371 Shore Hugger, Wells

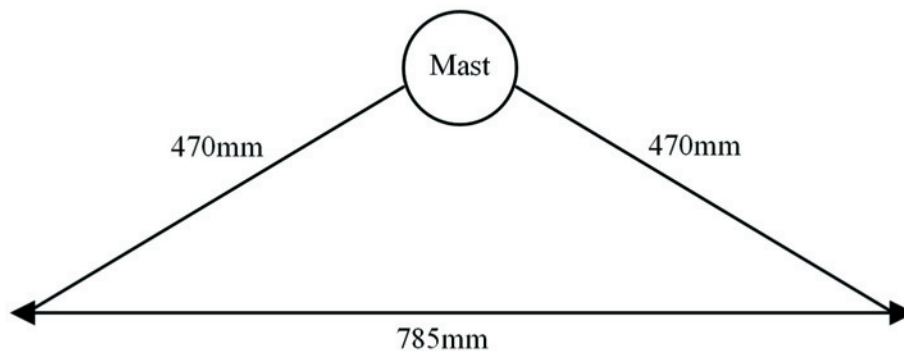
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'TECHNICAL' NOTES - TUNING THE SUPERSPARS MAST

The spreader details from Mandarin.
(Superspar M6 mast and Sanders sails)

The Superspar spreader bracket provides a limited range of adjustment which (*in Peter's view - he is probably right! - Ed.*) does not suit the Dayboat rig. For this combination the spreader should be raked further aft than the standard set-up allows. Remove the spreaders from the mast and saw away the front inboard end to achieve something like this:



| | | |
|--------------------------------|-------|------------------|
| Spreader length | 470mm | (mast to shroud) |
| Distance between spreader ends | 785mm | |



Picture 1 – spreader in normal position.

Picture 2 - spreader folded forward showing the cut away inboard end shape. This modification allows the mast to bend more readily to depower the RIG in stronger winds. As the mast bends the centre moves to windward which then opens the slot between the jib and the mainsail.

I am grateful to Colin Blewett for the original experiment with his saw. He is going pretty well so there must be something in it.

Pete Hewitt, DB 669, Merlin - formerly DB 649, Mandarin

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The story so far ...

When Debs Struthers took over the family Dayboat, it began to slip into disrepair. It had taken a long time to get the work started. Tapio waited in an old barn, sheltering under a tarpaulin. But eventually the boatbuilder arrived and towed her away to his workshop.

TAPIO'S STORY – part 2

The boatbuilder spent the first few days of my stay removing my plywood decks and fittings that were still attached to me, the better to inspect my hull from the inside, and clearing leaves from the bilges so that they didn't all fall out when he turned me over to inspect my bottom (a very undignified experience for a lady!).



There was a slight hiccup when he discovered that many years spent sitting in one position on my trailer had left me with nasty dents over several planks but, after a consultation with my owner, during which she was given the options of the exceedingly expensive method of sorting the problem out and the slightly less expensive (not to be confused at all with a cheap option!), the problem was deemed surmountable and so work went ahead in earnest.

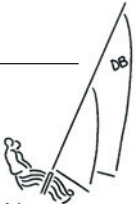
I do not understand most of the technical jargon that was employed during my stay at the boatbuilder's workshop – suffice it to say that periodically my owner, with or without her husband, would appear and have deep conversations with the boatbuilder.

These conversations commonly ended with my owner filling in a small piece of paper with various words and figures, finishing off with her signature and then disappearing with rather a glum face.

Gradually the boatbuilder found all the problem areas in me and subsequently spent many hours (which became days, then weeks, months and eventually years) scraping varnish off me, repairing all the splits in my planks, replacing two planks that had gone AWOL at some time in my life, filling in various gaps with some evil-smelling concoction and then, when all possible work on my hull had been completed, he turned his attention to my thwarts and decks. The former he scraped down and re-varnished before fitting them back into my now gleaming hull; he had not only re-varnished the hull inside and out by this time, but had also painted it grey below the waterline, primarily I believe to hide some of the more obvious faults but also to give me a certain air of individuality.

New plywood was delivered to the workshop and I found myself wondering which boat it was destined for. Then it dawned on me that it represented my decks –

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the old ones were way beyond repair and the boatbuilder had wrenched them off me to make way for the new wood. I was beginning to enjoy all the attention and presents that were being lavished upon me – it was like having Christmas every week. I could get used to this!

Slowly, slowly the decks were fitted and varnished. The boatbuilder varnished me so beautifully that it felt like a silk glove had covered my whole body. Aaah, so comfortable, so sleek!

My owner has not been to see me for some months now, but I know she is in frequent contact with the boat builder and he often sends her photographs so that she can see how the work on me is progressing. News from the grapevine does sometimes filter through to me and I hear that my owner has become almost emotional on seeing how beautiful I am becoming – a real Ugly Duckling story is unfolding before her very eyes!



However, during almost the only rain shower to have happened in north Norfolk during May, I was attached to the rear of the car, the boatbuilder was richly rewarded for all his efforts on restoring me to good health and I was driven the few miles home. I am currently installed in a nice warm garage; periodically, the garage doors are opened so that

passers-by can admire me and also so that my owner can get at my spars in order to varnish them. I personally feel that the spars will never match up to the standard of the varnish on my hull, but my owner is making a valiant effort!

I understand that this coming weekend some visitors are coming to spend time with my owner and her husband and I think that their entertainment is intended to be 'dry-rigging' me (I think that means making sure all my rigging and equipment is in good working order) before, weather and tides permitting, launching me the following weekend. I have to admit that I am now getting quite apprehensive about sailing again – I think my owner is too!



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Anyway, all being well, I should be in Weymouth in August. I believe that my owner is considering not entering me for the racing at Dayboat Week, but will instead be practising her sailing skills with me whilst accepting the criticism and tuition of more experienced Dayboat sailors.



See you there!

Deb Struthers – DB 378 Tapio

SURFING THE WEBSITE

A New Trophy for DB Week

At the Committee meeting held on 13th November at Bosham it was decided that the fine silver trophy donated to the Association by Sheila Anderson, the first secretary of the Association, would be used for the following competition at DB weeks: -

Teams of two boats would be drawn at the start of Dayboat Week, consisting of a boat from the top half of the fleet (as ranked in a previous Dayboat Week points series or as assessed by the Committee) and one from the bottom half. Although these boats would not race as a team, the crew of the 'faster' boat would be encouraged to mentor the 'slower' boat. The trophy will be awarded to the team with best combined score in all the points series races. The helm and crew of the slower boat of the winning team will take the trophy home.

Wooden Boats

There seem to be quite a lot of members (and possibly non-members) restoring old wooden Dayboats. Are you one of them? If so, or if you are just interested, or have already been there and may be able to add your own experiences, take a look at the Wooden Boat section of the Forum. It is not only old wooden boats either, the Boat Academy at Lyme Regis is producing a second new traditionally-built boat.

Photos of boats

Posted on February 5, 2009 by Tim

“One of my New Year resolutions was to try and encourage owners to upload photos of any DB they have owned, preferably with the owner aboard, to the Boat Ownership archive.” This was Tim – note the date – is there a photo of you with your boat on the website? Why not upload one?

DB Notes

Yes, I know you are reading a hard copy, but it is also posted on the web – with coloured photos. ... and lots more.

IT IS NOT TOO LATE TO JOIN

DAYBOAT WEEK 2011



CASTLE COVE SAILING CLUB, WEYMOUTH

Sunday 21st to Thursday 25th August 2011

Experience first hand the Olympic Sailing Waters

Provisional programme

5 points races - 2 on Sunday, 1 each Monday, Wednesday, Thursday

Long Distance race - Tuesday

Ladies' race & Cadet race - Monday

Prizegiving and Supper - Wednesday

Prizegiving Dinner - Thursday

And plenty of time for non-sailing

Visit the website for more information

www.ywdb.co.uk