

# DAYBOAT NOTES

JULY 2009



## Dayboat Week 2009 Fishguard, Pembrokeshire

8th - 14th August 2009

A fun-packed week

**SAILING** includes

- \* 5 points races
- \* Long-distance race
- \* Crews' races
- \* Ladies' race

.....and why not fit in a bit of cruising as well?

There are lots of trophies - see the last issue of DB Notes for a full list.

**SOCIAL PROGRAMME** already includes

- \* BBQ,
- \* Wednesday Prize-Giving
- \* Prize-Giving and Dinner

(see page 3 if you are bringing guests)

During the week other activities often emerge - a DIY BBQ, a quiz, walking, beach games - depending on the weather and what people generally want to do.

**Why not join us?**



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## Chairman's Ramblings

One of the hardest things I have had to do as Chairman of the Association is to produce my Ramblings for the Dayboat Notes, so it is with some relief that I tackle my final offering.

I gave notice at the last AGM that this would be my last year as Chairman; after more than ten years in post it is time to hand over the baton. Anyone who knows me will recognise that administration and paperwork is not my one of my strong points, so I cannot be sure exactly how long I have been doing it! However Dayboat business has always been enjoyable and I have been very fortunate in having a strong and willing group on the committee. Sally (my wife) deserves a very special thank you for keeping things in order for all of this time.

As I look back over this time I realise how many changes have taken place. With IT we have moved from the germ of an idea about storing Association information on a computer to having a fully functional user-friendly website, and email has transformed the way your committee works. The Dayboat has moved into the 21<sup>st</sup> century with a new built-in buoyancy layout but the moulds are showing their age. (more on this later). We are fortunate in having an enthusiastic builder with a slow but steady stream of orders for new boats.

Later in these Notes is a letter from Bruce Dreyer, in America, writing about what the Dayboat means to him. This has made me think about my own, and my family's life with the Dayboat. My first Dayboat, Smartie, was retrieved from a garden in a very sorry state. With many hours of restoration work she became a real family boat; used for pottering, picnicking and, of course, racing. At Shearwater she was known as the Pride of Poole because of her great volume and weight. All the boys crewed at various times, and Sally was reasonably happy because she did not always get wet. Mandarin captures many of the original Dayboat features without the winter maintenance hassle, but I really miss the pleasure of lying out in the sun on the warm wooden floorboards. The Dayboat has been a magnet, drawing the family together with our boys only too happy to sail and join in with Dayboat events.

The people involved in Dayboats, the camaraderie, and enduring friendships forged, have always been very special and will continue to be.

I hope to continue as a member of the committee to assist with technical advice and general support.

Pete Hewitt. DB 649 Mandarin.

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## FISHGUARD 2009

So far we have 18 dayboats coming to Fishguard - that is great but we really would like more. If you are coming and not quite got around to completing your forms, PLEASE DO SO ASAP.

Thank you very much to everyone who has filled in their forms. I wonder if it is at all possible for you to let me know how many EXTRA tickets you will be wanting for the:

Monday nights BBQ @ £4.00 per head

Wednesday night prize giving @ £8.00 per head

Friday night prize giving & dinner @ £15.00 per head.

This will help me enormously to know in advance.

Looking forward to a good action packed week with lots of fun and games with you all.

Cass Macpherson DB 614 Doubloon

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## Thames Boat Show

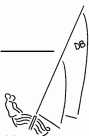
Earlier this month I managed to combine work (that is Dayboat work) with pleasure for a day out at the Thames Boat Show. The work part came about following a suggestion that it might be worth taking space for a Dayboat Association stand. It did not take very long to decide that this show would not justify the effort involved. It was not a show for sailing dinghies and those that were exhibited were getting very little attention.

So the rest of the day could be devoted to pleasure. The origins of the Thames Show are in the Wooden Boat Show and amateur boat building and these interests still make up a large number of displays. The show is set in country estate and is centred on a lake by the side of the Thames. Craft on show and afloat ranged from steam launches to coracles and covered a bogging range of unusual and "odd" boats between these extremes. Nearly all of the exhibits are outside and here lies the problem. On a fine day there are plenty of opportunities to try boats, talk boats and ample space to find somewhere quiet to picnic. The day I chose started well but soon the showers joined up to form pretty heavy rainfall.

Well worth a visit if you are boaty, not quite mainstream, but check the weather forecast.

Pete Hewitt. DB 649 Mandarin.

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### Gravesend Sailing Club

This year is proving to be quite a year for Gravesend Sailing Club, under the leadership of new commodore, Roy Turner, who many of you will know was once a keen dayboater and still sails, crewing for others when not out on his cruiser.

After almost a decade of negotiation the club is finally about to sign a new lease on the premises, this gives us security of tenure and we can think once more about developing the club. Plans are well advanced for a new accessible landing stage, with wheelchair access to half tide pontoons, We hope to have them in place by the start of next season.

For those of you unfamiliar with Gravesend our method of launching dayboats is by electric crane over the wall. The crew then need to scale the ladders to get into the boats, not a problem at high water but can be daunting first time at low water.



The new landing stage will mean those not happy with heights can walk down the access brow and board their boat, assuming they can persuade someone else to launch it for them.

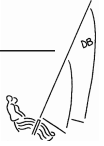
So if you want to experience the old method, come to our open weekend 11<sup>th</sup> & 12<sup>th</sup> July starting at 13:30hrs.

Geoff Honey DB 636 Phoenix

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## Bosham Sailing Club



The start of the Bosham Classic Dayboat season was marked by a cancellation! Well the 28<sup>th</sup> March is a time when any right-minded sailor is still toasting his toes and thinking that it could soon be time to think about possibly considering whether maybe getting the boat ready might be a good idea – so a bit of a relief really.

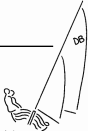
The next thing we know is that we've got two races over the Easter Weekend – what is this; the Olympics?

Anyhow here we are in June and we have now managed to get on the water with our nine YWs turning out regularly. As usual David Macfarlane in Yellow Peril (597) is doing well, as is Ian Norman in Sophie Boo (652) and Stuart Martell in Emma (655).

Sadly we have lost a couple of boats whose owners have gone to do other things, but there is still an interest in good condition grp boats which remains unsatisfied. We will be sending two boats to Fishguard and are looking forward a great week of sailing (as well).



Iain Macpherson DB 614 Doubloon



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## Poole Yacht Club

Going ...



... going ...

In May 2009, Poole Dayboaters became the proud owners of a new pontoon. The original pontoon, built by Dayboat members using the time-honoured 'timber and plastic barrels' method, was showing signs of decay after 25 years of service and was demolished over a weekend by a hard-working team of members. The new pontoon has berths for 50 Dayboats and complements the existing pontoons within the yacht club marina.



... gone

As a consequence our season did not really start until mid-May but it's in full swing now with several trophy races already awarded and up to 15 Dayboats racing on Monday and Thursday evenings. The next big event is the Open Weekend on 4th and 5th July which includes perhaps my favourite event, two races around the islands within Poole Harbour.

John Lokier DB 632 Don't Panic



Photos by Matt Hitt

### Reports from the Clubs

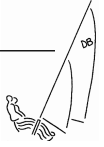
Why not send a short report, and photo of Dayboat activities in your club - you may be the only Dayboat, but more the reason to share your experiences.

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

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## A Letter from America



The following is the text of a letter sent to John Yonwin by Bruce Dreyer, with his Association subscription:



*"I checked the website and was surprised to find a photo of us right there on the home page! It has been 25 years since that photo, one quarter century!*

*Our boat has been with us now since 1981. I was 28 years old when I decided I would like a sail boat. I made my list of specifications and I'll tell you that a 14ft wooden daysailer was NOT at the top of my list.*

*I set out with my dad that summer to find the right boat. After looking at more than a dozen sailboats, I answered an ad for a 14ft wooden family sailboat. Needless to say we found the right boat. Look no further. No modern boat could compare.*

*Though the Yachting World Dayboat has evolved to modern construction, the origin remains true to George O'Brien Kennedy's design, as it must, if we are to retain its sail, our soul.*

*The Yachting World Dayboat is more than just another racing dinghy. It is part of us, those of us who are lucky enough to have sailed one, and own one.*

*Our boat has now seen three generations of my family. It is my mom that you see in the photo. She has now passed away. We lost my dad this past November at 91 years.*

*We've had many adventures in our little boat and always returned with a smile. Always a successful sail, whether it be ghosting along on a whisper or charging in fresh air with a bone in her teeth!*

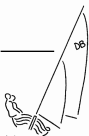
*We courted my bride together.*

*We three went together on our honeymoon.*

*Our two children have sailed since before they were born, first experiencing the wind on their faces as infants in their mother's arms.*

*It is now mine that has become the elder generation. A changing of the guard, (if you will).*

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*We sail now, as always, as a family. My wife, son, daughter, myself and our Dayboat.*

*I must retract a previous thought. You can't own a Yachting World Dayboat. You can't own family, you are family.*

*So now we look forward to summer, some new varnish, maybe some new shrouds."*

Thank you, John,  
for letting me reflect.  
My regards to all my sailing friends,  
Sincerely,  
Bruce W Drager  
DB 421

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### The Dinghy Show 2009

Once again we had a Dayboat stand at the Show at Alexandra Palace. Cass Macpherson managed to persuade the organisers to move us into the Main Hall, which gave us a much better position than in previous years. Chris Somner provided a new boat – hot off the moulds – and we had the usual display boards with photos and club information, and a 'screen' display. Mike Millard's photographs from DB Week 2008 gave us plenty of material.

The Show was judged a success – difficult to say whether we attracted any new recruits, but a number of visitors seemed more than just interested, and of course the stand was a meeting place for those already 'converted'. Strengthening the Class will take time. Being seen at the Show is one of the best ways of putting the Dayboat on the shopping list of people wanting a stable and seaworthy dinghy which is also (as we know) a pleasure to sail. So we expect to be at 'Ally Pally' again next year.

Thanks to all who helped with preparation, setting up and dismantling the stand, towing the boat, and manning the stand over the weekend. More help is always appreciated, so please watch out for details of the 2010 Show.

Bob Davis DB617 Frin and DB 641 Lucky



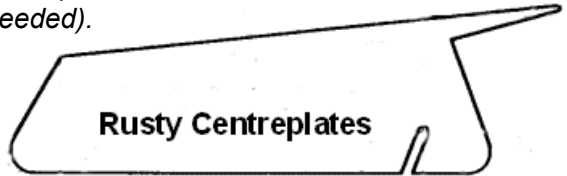
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*What about a regular 'Handy Hints for Dayboat Owners' item? If you have any tips or ideas on fitting-out, maintenance, tuning, or anything that might help other Dayboat sailors, please let the Editor have a short article (with a sketch or photo if needed).*

Here's one for a start...



Dayboat steel centreplates are galvanised. The galvanising gets worn away where the plate sits on the bolt, and at the tip after a few groundings. When the 'worn' areas become too large, the protective properties of the zinc coating are lost and the steel starts to rust.

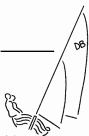
Plates can be re-galvanised – this involves pickling in an acid solution and then dipping in molten zinc. I have heard of mixed results – the finish is not always smooth, and if the coating is too thick the plate may jam if the case is 'tight'. As a do-it-yourself solution I have found that cold-galvanising paint, which contains particles of zinc, works pretty well. I used a spray paint 'Rust-Oleum 2185' on the plate on 'Frin', which had quite extensive rust, and after two seasons on the pontoon at Poole it showed only minor rust staining around the bolt slot and at the tip. My suggested method is:

- Remove any existing paint ('Nitromors' and scraper).
- Lightly rub down the galvanized surfaces with fine emery cloth.
- Wire brush rusty areas to expose bright steel. It does not seem to be essential to remove every last speck of rust. I would not recommend using a phosphoric acid-based rust treatment such as 'Kurust' or 'Jenolite', since these leave a coating to which the paint seems unwilling to stick.
- Thoroughly degrease – I used 'Blakes' degreaser from the boat shop (smells nasty - use outside, and wear rubber gloves). Preparation is the key!
- Spray on two coats of the paint.

The Rust-Oleum paint is sold at engineers' suppliers and paint shops. A spray can, enough for a plate (and more) costs about £10. There are several other brands on the market which may be as good, or better.

No guarantees, but it worked for me!

Bob Davis DB 617 Frin and DB 641 Lucky



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### **A weekend Cruise on the Thames and Medway**

(a couple of years ago)

Our plan was to sail in company with the club cruisers when they go off up the east coast for Whitsun Week sleeping on board the cruisers. We took two dayboats; TruGrit with Rob Turpie and Penny Davies and Phoenix with daughter Alanah and me.

The Saturday started blustery with the forecast for the wind to drop but the rain to increase and for once it was spot on. As the flotilla of 9 cruisers and 2 dayboats set forth from GSC, the rain closed in and with a gentle F2, we had a pleasant though damp sail.

The plan was for an overnight stop on moorings or at anchor in Holehaven, with an early start in the morning.

At some point Penny decided the bucket on Trugrit wasn't suitable for a lady, so jumped ship leaving Rob to sail the rest of the way on his own. With the tide ebbing as we entered Holehaven Creek, the wind freshening, whilst the cruisers sorted out moorings we explored further up the creek before coming alongside.

Rob decided he didn't want to risk picking up a mooring under full sail so hove-to to drop the main, but before he could gather the sail in, he was blown onto the lee shore. With the tide ebbing fast and the creek getting narrower and shallower by the minute, time was of the essence. I managed to sail up past as close as I dare

and offer constructive advice such as "you didn't want to do that". With little room to manoeuvre, we couldn't get close enough to throw a line without the risk of joining him on the mud: he was on his own. With some amazing mud rowing, he made back to the wet stuff and rafted up alongside one of the cruisers.



Rob and Penny at dawn

The morning started bright and early sometime between 5 and 6, with the deeper draught boats leaving before taking to the ground once more. We cast off and left creek, once in the river we had the relative luxury of a south westerly carrying us to the mouth of the Medway. As we glided past, the East Blyth then W. Nore onto the Mid Swatch the breeze began to build to F4 whilst the larger boats kept outside Nore Swatch we cut the corner heading for Grain Edge. The sea was by now becoming a bit

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more lively and the prospect of a beat all the way up to Medway Marina did not seem the leisurely Sunday morning cruise I was hoping for.

Keeping close to the Grain shore along Saltpan Reach sailing within a few metres of a large container ship unloading at Thamesport, we were once again reminded of our insignificance when amongst 20,000 tons of containers. We continued on passing between the Stoke Shoal and Saltings and on to East Bulwark buoy.

The wind was still blowing a keen F4 and only started to ease once we passed Darnet Fort and the aptly named Folly Point. Sailing into Gillingham Reach with sight of the huge lock gates to the east of No3 basin I pointed out to Alanah the masts of the yachts just visible in Chatham Marina respite was close at hand.

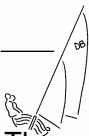
At last, the entrance to Chatham marina was in sight and the gates were open with a boat entering. Then to my great annoyance lining up to approach, the gates started to close. Fortunately, we were able to moor on the waiting pontoon and wait. Shortly after Rob and Penny arrived and we tucked into coffee and biscuits whilst waiting. After about 20 minutes, the lock gates opened and we rowed in alongside the cruisers, which had just arrived.



Alanah waits!

The following day with Rob's daughter, Rebecca taking over from Penny, we locked out at midday and proceeded up river with the tide until we got to Rochester Bridge. I had calculated we would be able to pass under until about 1½ hours before high water. We arrived on time but the clearance didn't appear to be sufficient without heeling the boat. This turned out to be unnecessary as we still had about ½ metre clearance over the mast. The wind dropped to almost a zephyr as we sailed on to the motorway bridge and moored at Port Medway Marina Cuxton, where on TruGrit, Rob boiled the kettle on a stove and produced a cup of tea whilst awaiting our road crew with trailers in tow.

Geoff Honey DB 636 Phoenix



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### Explanation of proposed rule changes.

There are two proposals for rule changes in the attached AGM notice.

#### Rule 10 Marking of Spars

At the 2008 AGM in Poole the meeting approved a rule change which removed the word “painted” from this rule but specified that the bands should be black. This has created a problem where the manufacturer uses a different colour or where the mast is coloured black.

This proposal accepts the principle that modern materials provide alternatives to painting but that the bands should be clearly visible and in a contrasting colour to the mast or boom.

#### Rule 6 Rudder

This rule was discussed at length after the 2008 AGM. The purpose of the change is to allow modern materials and production methods to be used for rudders and to remove the ambiguity if the blade is sheathed with glassfibre. The change is to replace “These shall be of wood” with “These may be of any material”

Pete Hewitt. DB 649 Mandarin.

### The Committee

Please contact any Committee member for advice or information

Peter Hewitt	Chairman	Poole	01985 214745
Cass Macpherson	Secretary	Bosham	01483 202386
John Yonwin	Treasurer	Poole	01305 852117
Deb Struthers	Membership Secretary	Gravesend	01328 822066
Tim Parkinson	Webmaster	Thornbury	01295 811585
David Cake		Poole	
Sue Clayton		Poole	01404 376273
Bob Davis		Poole	01794 368118
Kath Davis	DB Notes Editor	Poole	01794 368118
Sally Hewitt		Poole	01985 214745
Geoff Honey		Gravesend	01322 229751
John Lokier		Poole	01202 698584
Phil Lokier		Poole	01202 698584
Iain Macpherson		Bosham	01483 202386

**Association website [www.ywdb.co.uk](http://www.ywdb.co.uk)**

**Information - News - Boats & Gear for sale and lots of DB photos**