

YAWL OWNERS' ASSOCIATION OF SALCOMBE

REPORT OF SUB-COMMITTEE

SEPTEMBER, 1967

This sub-committee was appointed at a general meeting of owners of Salcombe Yawls held at the Yacht Club on 8th August, 1967. Our task was to revise existing specifications of Salcombe Yawls, to advise whether any, and if so what, amendments were needed, and to report back. As a large proportion of owners are no longer in Salcombe, we are making our report by post; we shall be grateful if owners will read the report carefully, and let us have their comments, so that a final conclusion may be reached not later than the first week in October.

We have had the benefit of the technical advice of five yawl-builders and a sail-maker who accepted our invitation to attend our meetings.

In our opinion, the Salcombe Yawl is to be regarded primarily as a pleasure boat, used by the owner with his family and friends, and its racing function is to be regarded as secondary. It should therefore be of sound construction, and structurally safe; it should be capable of going to sea in moderate conditions. In other words, it should be an efficient sailing-boat, but not a racing machine.

It would be a mistake to restrict the design in such detail, that there would be no room for initiative on the part of designers and builders. At the same time, we have aimed at a measure of standardisation, sufficient to enable yawls to compete in racing on a fair basis, and to allow the skilled helmsman and crew to succeed by virtue of their skill when sailing any boat in the Class.

With two important exceptions, the rules we are proposing, in so far as they refer to hulls, are intended to apply to future construction. We do not think it fair to ask owners of existing yawls, up to and including Y. 61, to incur the expense of major hull alterations to boats already built in good faith. Exceptionally, we recommend that all yawls, whether existing or future, should be brought into conformity with the specifications in respect of keel and of overall weight. (See below).

In the matter of rigging and sails, all owners will be asked to bring their boats into conformity with the specification.

We have deliberately left a number of details undefined, in order to allow reasonable flexibility of design.

We are advised that mast spruce is becoming very difficult to obtain, and that it may be necessary in the future to allow other types of mast. We recommend, however, that for the present the requirement that masts should be solid spars be retained.

We recommend that a limit of minimum overall weight of hull should be included in the specification, and that the method for determining this should be settled in consultation with the official measurer.