

YAWWL

2025

RACE TRACKING UPDATE

TRAINING WEEKEND

Y186 - BATTLECRY

OLLY TURNER INTERVIEW

THE MAGAZINE OF THE SALCOMBE YAWL OWNERS' ASSOCIATION

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FROM THE CHAIR

It's been a fantastic year for the fleet, with strong participation across the board. More boats have been out racing during the week, and attendance at open meetings and regattas has been as strong as ever. However you choose to measure our progress - whether in competition, club sailing, communication, or community - there's no doubt we've come a long way in 2024.



Photograph: courtesy of Olly Turner

One particularly exciting development is the addition of a new yawl, **Y186**, which is nearing completion, alongside several older boats being brought back into action. Hopefully, we won't have to wait another 13 years to see Y190 afloat - perhaps we should club together to buy a mahogany log and build a batch of 4 or 5 hulls! (No, seriously...)

With a full calendar of **sailing and social events** ahead, the scene is well and truly set for another great year.

Having a new SYOA focus for the year is a good way to drive enthusiasm and encourage new ideas. I thought "**personal performance**" was an exciting theme, and we've already made great progress with two great initiatives.

- **Training Weekend:** This year, the training weekend will be run **in-house**, with Olly Turner and David Stone taking the reins.

- **A new Tracking App:** Developed by Darius Panahy, the **Sailchart** app will be trialed at the training weekend and then made freely available to the Salcombe Yawls. Unlike eStela, Sailchart is tailored to our needs - offering personal performance stats and avoiding expensive license fees (big thanks to Darius).

Sailchart provides **delayed live-streaming and race replay**, just like eStela, but with added benefits. It allows for **enhanced playback**, letting sailors, for example, compare selected boats from separate Red and Blue fleet races over specific legs. Individual stats can be tracked over the season, measuring improvements in **tacking angles, speed, and average heeling angle**.

For training, Sailchart also offers **live feedback on VMG, speed, and heading**, plus the ability to set up custom races and invite others to **tracked practice sessions**.

With so much to look forward to, I'm excited to see what the year brings. Here's to great sailing, close competition, and continued progress - both on and off the water.

Fair winds!

Mike



TRAINING WEEKEND

At last year's training weekend we had Richard Whitworth, Michael Knowles, Olly Turner and Will Henderson all doing their thing offering their expertises, if you were not there you may well asked what was Michael Knowles doing with a garden blower a hair dryer and a model sailing boat well you should have been there to find out or read the bit below, it was all very interesting seeing the affect of wind on the sails.

How wind creates useful pressure on sails.

We've all heard that sails work like airplane wings - but that's not quite right. Airplane wings create lift because air moves faster over the curved top surface than the flatter bottom, creating a pressure difference. However, sails are thin from luff to leech, meaning the air travels the same distance on both sides - so that explanation doesn't apply.

Instead, think of wind as made up of air streams - like the paths tiny bits of fluff would follow. In open air, these streams move in parallel. When a sail is introduced, the windward air pushes it across the boat forming a curved surface and crowding the air streams closer together on the leeward side. Meanwhile, the windward air spreads out into the extra space. Surprisingly, pressure is lower where air streams are squeezed together. This pressure difference - higher on the windward side, lower on the leeward side - creates force perpendicular to the sail surface, causing some heeling whilst also driving the boat forwards.

To test these principles, I set up three simple experiments:

1. Fast-moving air has lower pressure (Bernoulli's Principle)

A **hairdryer blowing upwards** holds a ping pong ball in place. Even though the air moves fast, the ball doesn't get pushed away. Instead, it stays centred because the fast air creates a low-pressure column, and surrounding higher-pressure air keeps it locked in.

2. Tighter air streams mean lower pressure

I used a **tube** with a narrow middle section and blew air through it. Connecting a **U-shaped water-filled tube** to both ends revealed that water rose on the side connected to the narrow section - proving that pressure was lower where the air was crowded together.

3. A sail moves a boat forward with lower pressure on the leeward side

For a fun demo, I placed a **model boat on wheels** and aimed an **electric leaf blower** at the leeward side of the jib luff. The boat moved forward - driven purely by the pressure difference across the sail.

So, sails don't need unequal air travel distances to generate force they just need to be slightly curved and set at an angle to the boat. It's all about air pressure differences created by air streams on either side of the sail and of course correct sail trim. Keep your luff pointing into the apparent wind, trim for clean airflow off the leech, and let physics do the rest.

Fair winds!



CAMPAIGN TO WIN, THE INSIDE GUIDE TO SUCCESS IN SALCOMBE

Olly Turner will lead the weekend, supported by other members of the Yawl Fleet:

This year the focus is on creating a "Campaign to Win" linking strategy, tactics with boat tuning & set up.

- Event to be held Friday 11th, Saturday 12th & Sunday 13th April 2025.
- Book your entry using SYC's website, entry fee is £10 per boat which goes towards running SYC rescue boats etc.
- Ensure your boat is ready and ideally sailed with same crew prior to the weekend so you can concentrate on racing not fixing your boat!
- Ensure you have warm clothing, drink & food, its early season so can be cold!
- Important: book your Saturday evening meal and Sunday lunch on SYC website.

Friday meet at 7pm SYC Chart room (bring a pad & pencil) we will be covering:

- Strategic advance at the start & first beat
- Downwind tactics
- Boat speed: set up and general handling, crew position (understanding drag). This will be supported by photos & video clips.

Saturday: On the water for 9.30am SYC start line:

- Series of mini sprint races, with tips and advice being given from coaches in Ribs
- Tacking on the whistle to sharpen boat handling
- Technique on 720s
- Lunch (in your boat or ashore, bring your own food/drink)
- Afternoon club racing: Important ensure you have your tracker on as there will be a de-brief in the evening.

Saturday: Evening:

- Late afternoon, Tea and cakes available at the bar
- 6.30pm Meet at the Chartroom, running through highlights of the days racing, some footage and use of tracker data.
- 7.30pm meal (ensure you have booked).

Sunday: On the water 9.30am SYC start line:

- Series of mini sprint races, with tips and advice being given from coaches in Ribs
- Final race of the weekend.

Sunday: Lunch:

- 1 O'clock SYC Chartroom debrief over lunch (ensure you have booked your pasties etc).

POST AGM PARTY

HELD IN AUGUST WITH AN ELTON JOHN TRIBUTE BAND



PRIZE GIVING



EARLY MAY OPEN

LATE MAY OPEN

MINI SERIES WINNER



SEPTEMBER OPEN



OLLY TURNER INTERVIEW



David Stone (Y184) from Salcombe Yacht Club
talks to local Yawl sailor **Ollly Turner**

DAVID: *Ollly, what age did you start getting involved in sailing and where was that?*

OLLY: I'm from Exeter and my nearest Yacht Club was Starcross Yacht Club, and I was about 9 or 10 when I started there...so not too early, not like some of these Olympic rock stars!

DAVID: *I know that club, quite tidal there but good sailing.*

OLLY: Yes, it is good and its actually quite similar to Salcombe in a lot of ways because it is quite rare to get a sea breeze unless it's the summer, so a lot of the time it is blowing off the land. It is quite shifty and like you say it is tidal and the little intricacies of the estuary make it a lot like Salcombe really... but probably not turned up to a hundred like Salcombe!

DAVID: *Tell me about your family connections, because obviously your family is quite well known in the sailing world. Tell us a bit more about that...for those who don't know.*

OLLY: Well my Dad was a boat builder, and has built all sorts of racing dinghies. He started with Spud Rowsell and then with his brother Jon, my Uncle, Jon Turner, went on to build Merlin Rockets, Fireballs, International 14's, Scorpions and all the big traditional classes of the 70's, 80's and 90's. Dad is a real perfectionist and built the Merlin Rocket he has now, in the boat shed at home, and is racing it at Starcross with my sister which is quite nice, I'm rather jealous of that bonding time! My family history has not really shaped my sailing though because my parents were not pushy at all. They just got me into junior sailing at Starcross and we went from there. There was never any pressure to do well or to even take it on as a sport and I think that's probably why I still do it now and always will. I just did a little bit of junior squad training in the Mirror dinghies but stayed away from the youth/olympic route.

DAVID: *So which class did you start in when you were at Starcross and what boats did you race?*

OLLY: I started in Optimists, but was deemed too big for them... I was sinking those! Then I went on to Mirror dinghies... and I was too big for them as well!

I feel like I've always been the size I am now really, and top end for every class. I chose not to go on to the olympic squads because of the expense and pressure to maintain that standard, I've seen a lot of people struggle and drop out of the sport completely which is a shame so I chose to seek crewing opportunities at Starcross. I crewed for various people who were the best sailors at the Yacht Club, and I learned from them. It was like doing apprenticeships really.

DAVID: *That's quite a good point, because often people don't realise just how important crewing is. Actually crewing is a brilliant way of learning from really good people. A lot of people buy a boat and jump straight in wanting to helm but actually crewing is part of that journey.*

OLLY: I think the Helm can be just a label sometimes, it's the crewing that actually makes massive impacts on the performance of the boat. For example the Merlin Rocket has to be 75% the crew's boat, because of all the strings in the boat and the actual boat handling, physically a lot of it is controlled by the crew who has a massive impact on how well it goes. Even with Hornets, I have done some Hornet sailing, as have you but because the crew is on a trapeze they are responsible

for the heel of the boat. If they are in the wrong spot and there is too much heel on the boat then it's not sailing at its optimum. The crews are so important. I reckon the biggest performance gains in any boat or team is always in the Crew. If you look at who is winning, they always have a really good crew!

DAVID: *And it's trying to have consistency as well isn't it, between the helm and the Crew, to get that experience.*

So tell me about sailing in Salcombe and racing here. When did you really get into the Salcombe scene...and how did that come about?

OLLY: There was a guy at Starcross with a Merlin who wanted to do the Silver Tiller at Salcombe so I crewed for him and I didn't have a clue where we were going! I then went on to do Merlin Rocket weeks as both crew and helm and have loved it ever since.

DAVID: *I am really pleased to hear you say that because we have been through that as we got to know Salcombe.*

The other thing obviously was that everyone was amazed, pleasantly amazed I should say, when you jumped into a Yawl in the Blue Fleet and pretty quickly started winning.

Tell us a bit more about that experience and why you think that happened?

What was it that brought you very quickly to the front of that fleet? Because it is a competitive fleet, and certainly not a walk over...

OLLY: No, it certainly was not a walk over and we've seen some of the Red Fleet guys step into blue fleet boats who have found it tough. I think the Blue Fleet is an awful lot closer to the Red Fleet than people may think and I'm looking forward to getting into the Red Fleet to maybe provide a good measure of how far off they are.

I've always been quite good at reading boats, especially if I've never sailed one. I find that if I have got a blank canvas there is no pressure on me and I've got my eyes wide open. I think if you've raced a boat for 10 years you'll be surprised at how much you switch off and you are not really paying any attention to reading the boat. I think that's quite a big thing. With the setup of the boat I initially looked to tweak something after every race which incrementally makes you faster, Y68 is now really well setup. Skelly and I have a lot of fun racing together!

DAVID: *So, if you look at it in percentage terms how much of it for you is looking at the rig and the set-up, verses tactics on the water and what's around you. How would you describe the mix of those two elements?*

OLLY: It depends, it really does, especially at Salcombe. Even though boat speed is important there are various tactics/strategy calls that are really important in Salcombe such as getting the start right and timing/placing your tacks well to try and be leading then placing yourself well downwind to protect it, there's times that the right calls can see you really pull through the fleet when behind!

Around the harbour it is probably something like 75% outside the boat and 25% inside the boat. And the 25% in the boat is all your tweaking, sail setting, the boat handling, anything to sail the boat.

DAVID: *That's a really good observation and I think people reading this article will benefit from that. I've learnt that the hard way. When I first came into the fleet, I was spending too much time worrying about and looking at the rig, and not enough time in Salcombe actually looking outside the boat and looking at what was going on. And ironically when we do the sea race that is fine because the sea race is about getting the rig right and is more strategic.*



Photograph: courtesy of Olly Turner

OLLY: What I would say though, coming back on that is with the 75/25 what you have to do is the 25% blind, the rig and the set up should be done almost automatically and without looking really. Almost without thinking. So really it is more like 99% outside the boat - that is what you have to try and do.

DAVID: *I know Will Henderson always talks about 'looking out of the boat, don't put your head in the boat'. Look at what is going on because that shift could make a massive difference even if your boat is not the fastest. Being on the right tack obviously and clearly is so important.*

OLLY: I've done a lot of Merlin Rocket racing over the years, including at Salcombe. You've got all the strings and controls you could ever want in a Merlin Rocket but in Salcombe you just can't look at them or fixate on them when normally you would. You have to have a quick set up that's good and reliable then you can actually get your head out of the boat and focus on everything else and not get marooned in those wind holes or miss shifts. If you do a duff tack you might lose a boat length and if you have your outhaul just a smidge too tight you might lose 5 boat lengths across a beat or something like that, but if you get one shift wrong, you can lose 20 boat lengths... and how many shifts do we get on one beat? That's massive in Salcombe.

DAVID: *You are right, the great thing with Salcombe is you can still come from the back, as there are so many opportunities on that journey...*

So I think you have almost summed this up, but tell me what makes the real difference about winning in Salcombe? In a nutshell what would you say to someone who is coming to sail in Salcombe for the first time, what would be your tips?

OLLY: Never give up. Never, never, never give up. What you just said about being at the back of the fleet and coming from behind, is so true. I have been there. I have done that. I have won Merlin Week races going somehow from last to first from a distance as short as from No.1 to the ferry steps and that's because I did not give up. Most people might have had a fall out by the time they got to Mill Bay and then it has all gone to ruin, hasn't it? But you just cannot ever give up. You somehow have to keep composure and be positive. I do think that actually in Salcombe it's easiest to win from behind because you have all those boats as indicators in front of you. There is no excuse to not be on shift and pulling through.

DAVID: *That's a really good point.*

Tell us about the new boat that you and Chris are putting together. I have seen some pictures as most of the fleet have and it looks amazing but tell us about the boat, and when it is going to be on the water?

OLLY: It is a really, really, exciting project. We are so lucky to be bringing a new Yawl to the water. When we found out about the hull that Ian Howlett had for himself but unfortunately never quite

finished, we were very fortunate he entrusted us with taking that project on and finishing it, which is brilliant. What we got was near enough a fully finished shell that needed decking, thwarts, fitting out, spars, foils and all the bits like that. It was probably about half way there really when we got it. It had such a high level of finish and it is not a standard Howlett either. It is slightly tweaked which is quite interesting, and it is very nearly finished, we're now fitting her out. We are not in any rush to get it on the water. We are just going to take our time, get it right and do it well, and it will all come together. Hopefully we should have enough time as we have been very fortunate how things have pieced together. Getting John McShea from East Portlemouth to finish the boat to such a high standard there has been no compromise on this hull, and that is how we are finishing it too. It is going to be so exciting.

DAVID: *Yes, it is really exciting. All I can say is Mark & I are looking forward to racing you.*

OLLY: Well, we have enjoyed racing you too.

DAVID: *But that's because you are in the Blue Fleet. OK so let's wrap up with your top tips, and don't hang back. For the rest of the fleet who are going to be reading this article...just your last few thoughts on better sailing in Salcombe...*

OLLY: If I were to bullet point it, it would be ;

- Never give up.
- Head out of the boat.
- Always looking for the next thing – so that's either the next shift, the next puff of wind etc...there is something coming next and you have to be the first to get it.
- Boat handling; no fumbles, no questions on tuning. That's all done and you are focussing on outside the boat.
- Communication is massive – if one of you sees something you have to tell the other. All of the crews I have had in the Yawls so far have said how much I talk to them. I basically talk non-stop. I am thinking out loud. Then that means the crew knows the game plan the whole time. They know down to roughly when I am next going to tack and they also know why I am going to tack. It is really important to share that knowledge because it is all part of the plan. Then they can start piecing it together. I have had it with crews over the years when they already know before you tell them. You can see that is where the Hendersons and others are. I don't know if they even speak in the boat that much because they know what the other is going to do. Top level stuff!

DAVID: *It is almost intuitive at that point I suppose.*

OLLY: Absolutely.

DAVID: *Olly thank you for making time and allowing me to interview you, and I think the readers will enjoy it. An interesting and useful insight. Thanks very much.*

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Y186 - BATTLECRY



The story started back in 2008 when 'the metre man' – Ian Howlett asked Mike Atfield to build him a new yawl. This was the 6th Howlett design to be built, with all earlier boats having proved their excellent credentials on the racecourse. It was impeccably built to a very high standard to deck level, with the intention of having the deck fitted later. As sometimes happens, plans change and Y186 was looked after and kept in storage for the next 16 years!

Having really enjoyed the project of breathing new life into Y68 and starting to taste victory on a few occasions at the back end of 2023, Oly and I were discussing the 2024 season ahead and what that might look like. We had successfully beaten a few red fleet yawls on the water with Y68 and the conversation flirted with getting a red boat and serving it up to the great and the good in this fleet. At this point, I settled the bar bill, made my excuses and left!

I did start thinking about how to acquire a newer boat. It needed to be an Atfield build and preferably a Howlett. There was only one that I didn't know anything about and that was 186. I started to make some enquiries and enlisted Tristan's help to speak with Ian. After many conversations and a very convivial lunch at The Sloop in Bantham, the ball was rolling and in July, we took delivery of the hull.

After a few weeks and lots of help and advice on the deck project, I was delighted when John McShea agreed to complete what is arguably the last Salcombe Yawl to be built (finished). The build quality of the hull is exceptional and it needed decks to match and John has put his heart and soul into this – it is stunning!

At the time of writing, Oly and I are preparing the fit out ready for racing in April.

Chris Skelhorn



FALMOUTH CLASSICS REGATTA

The Falmouth Classics features three days of racing in the Carrick Roads along with a spectacular parade of classic boats and is now one of the largest classic sailing events in the UK.

On Thursday 13th June, 10 yawls plus their owners set off from Salcombe to meet up with Tom Napper's exiled Y82 in Falmouth to attend the event, accompanied by David and Christine Sworder and their rib which was to provide invaluable support throughout the weekend. At the last-minute Greg and Clare Hoar unwisely showed the weather forecast to Y145 which decided to stay on its pontoon, thus giving them a very relaxing weekend in Falmouth without the boat. The rest of us arrived in Falmouth and the prospect of rigging in torrential rain and heavy winds. The two storey Windjammer café provided a lee to enable stepping the masts with a few hairy moments when the mast was raised above the roof line to meet the full blast of the gale.

That evening the storm passed through in time for the opening reception on the Haven pontoon amongst some of the prettiest boats afloat accompanied by beer and pasties provided by Dynamite Valley Brewery.

The yawls were launched on Friday morning, and we sailed out of the harbour into the Carrick Roads for the first of two races. With 12 class starts and over 150 boats of all sizes, it was quite a change from racing in Salcombe, but having the 100-foot-long ketch Irene of Bridgewater as committee boat meant that we could find the start line easily enough even if locating the remainder of the race marks would test our navigation skills.

The morning race in a fresh breeze provided perfect conditions for open water specialists David Stone and Mark Hazelwood in Y184 to narrowly beat Will Henderson and his heavy weather crew Tris Stone in Y168, with Dan and Gail Bridger in Y98 enjoying the conditions to bring home the first of 3 blue fleet boats.



In the afternoon the wind built steadily to the start of the second race and by the time we got going it was well over 20kts. This proved too much for Y184's rig which conceded defeat, costing them the mast. After negotiating a tricky gybe mark, the remainder of the fleet rapidly made their north to leeward mark, surfing down the swell on a broad reach. The leaders decided they didn't need to bother with the starboard mark en-route which was placed to keep the larger boats away from the shallows, much to the amusement of the race officers, and the rest duly followed the modified course.

And then it suddenly went from "seats of the pants exhilarating" to scary as the wind strength increased very quickly. Most of the fleet managed to round the windward mark in survival mode but a 40kt gust knocked over and sank the famous Falmouth Working Boat "Victory" and just behind them Darius and Jane Panahy in Y152 were also knocked over in the same gust and joined them in the water, though luckily not sinking. With many other boats in distress and several lost masts, the race was swiftly abandoned and those still afloat made their way into the relative shelter of the harbour, although Dan must have forgotten he was no longer in a red fleet boat when a moored channel marker refused to give way, leaving him with a ripped sail.

In the evenings there was plenty to see and do in the town, with many onshore events and the International Sea Shanty festival providing a musical backdrop.

Friday's experience did not put off 3 yawls braving the conditions for the final race on Saturday, with Will and Tris winning this race and the overall regatta, AJ Squire and his son in law Simon coming second in Y166 and Tom Napper Y82 crewed by Mike Knowles in third place. Daily prizes

were awarded at the Royal Cornwall Yacht Club that evening (which luckily relaxed the dress code) followed by a very enjoyable yawl dinner in Flushing.

Sunday morning and 4 yawls ventured out again to participate in the amazing Parade of Sail which was a truly memorable sight and experience. The conditions had moderated to a gentle breeze and we paraded down to Pendennis Point and back in the company of the Irene of Bridgewater, now under sail, gaff rigger cutters, Falmouth Working Boats and more.

After lunch at the famous Pandora Inn, the prize giving in the Boat Hall of the National Maritime Museum Cornwall surrounded by Olympic winning dinghies concluded a memorable and thoroughly enjoyable trip.



Falmouth fleet following our leader on the wrong course we were all disqualified.

BANKING

Despite many frustrating wasted hours I have abandoned trying to move the SYOA account when Lloyds Bank brought in charges.

As a result of the introduction of charges I am afraid **WE WILL BE UNABLE TO ACCEPT CHEQUES OR CASH PAYMENTS.**

Please make any payments direct into the SYOA account.

Allyson Lofts

Hon Secretary: Allyson Lofts

Hon Measurer: John Donovan

Technical Adviser: Andrew Squire Y166

Adviser: Andrew Stirling Y161

COMMITTEE MEMBERS

Michael Knowles Y15 (Chairman)

Andy Savell Y187

Will Henderson Y183

David Stone Y184

Darius Panahy Y152

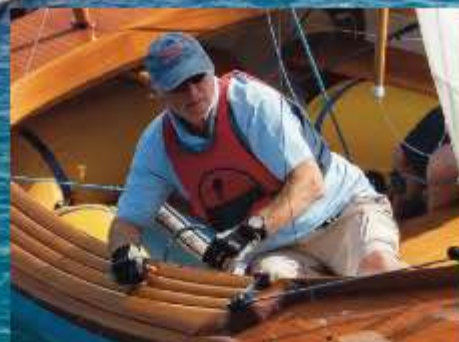
SYOA NEW RULES

It was agreed at the EGM held on the 20th February and the results reflect the general view we observed at the last AGM.

It means we can now officially fit an electric bilge pump and use it during racing and that it can be switched on and off automatically e.g. with a float switch.

We can now also have two extra drainage holes to remove rainwater when our boats are stored horizontally e.g. on the pontoon.

Pump will be very handy when you forget to put the drainage hole bungs back in before racing!!



NEW MEMBERS 2024

James Le Couilliard	Y188
Olly Turner	Associate
Sue Colclough	Associate
Graham Cranford Smith	Associate
Julie Rayson	Y178
Karen Long	Y71
Wendy Fitzsimmons	Associate
James Kingston	Y40
Caroline Gosford	Associate
Jonathan Fisher	Y69
Anthony Croke	Associate
Bridget Lafferty	Associate
Martin Mills	Y182 (rejoined)
Ross Borne	Y75
Fiona Cranford Smith	Y172
Miles Dalby	Y165
Steve Pilling	Y103

BOATSPEED PETE HUGHES

He will be greatly missed, he died doing one of the many activities he loved - flying.

Sailing was also one of the many activities he enjoyed and racing with John Smithers in Y19 was no exception. They rebuilt the Yawl Y19 together and enjoyed many successes.

Words from John.....

"Pete was long sighted, observant and very calm, apart from at the starts! I am the opposite so maybe it was this combination that led us to some great results. Pete's regular order to me when I dithered.... Boatspeed, John, Boatspeed !!!"





ROB JENKS MILANES FOILS

The rudder blade needs to steer with the greatest efficiency and lowest drag. I optimise the rudders to be light and stiff. I endeavour to produce the most efficient profile and section to minimise drag and maximise lift.

The leading edge needs to be elliptical and the NACA section on the Salcombe rudder is 0012 at 33% chord with a fine trailing edge. The profile allows even laminar flow to avoid stalling, the same as an aeroplane wing.

The rudder is constructed from 50 or 75mm wide lengths of yellow cedar. The cedar is supplied by Stones Marine Timber, in Salcombe. Yellow cedar is a strong, light weight and durable timber with a stable grain pattern.

The cedar lengths are glued together to make the laminated core. On each laminate of yellow cedar, the grain is alternated to give the core more strength and to avoid cupping.

The blade is then planed flat and to the correct thickness, shaped by hand. A hard tip is added.

The rudder then has epoxy glass sheathing, both sides and also a 50mm wide glass tape on the leading edge. I use bi axle fibreglass, this is where the strands of glass all run in different directions, giving the rudder more strength and stiffness.

Two flow coats of epoxy resin are applied each side. The epoxy is then sanded back to allow for 2 coats of Epifanes two pack polyurethane white paint. The rudder is then sanded down to 2000 grit for a highly polished finish.



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SINGLEHANDED YAWL SPINNING: A SINGLEHANDED SOLUTION

After more than 16 years, it was time for some hull maintenance on Kingfisher (Y15). The last coat of paint was applied by Tristan, fresh from finishing his barn, and as the first boat to enter that space post-restoration, she was long overdue for attention. My measurement certificate dates back to 02/08/2008-*so, time to roll up my sleeves.*

The boathouse at Ager Point is set up for singlehanded boat handling, allowing me to lift, store, and position boats safely, whether on the quay or tucked away inside when tides and storms bring high waves onto the beach. Recently, I completed the final piece of this setup: the ability to rotate Kingfisher to any angle all on my own. The inspiration came for seeing John Mcshea work on Y186 where he has used the bobstay eyebolt hole on the bow and the lower rudder pintle screw holes as lifting points. Whereas Y186 has a fairly meaty stem Kingfisher has a very fine one so I had to make sure to provide extra support as the hull was turned sideways.

I happened to have two 4-meter steel angle beams left over from the Ager Point build, and they turned out to be a perfect fit across the main oak beams of the boathouse. To ensure safety, I asked ChatGPT to calculate the maximum load they could bear with a 4:1 safety factor - turns out, they were more than up to the task. I paired them with two 1-ton chain block hoists and some well-placed swivel hoist points to create a controlled lifting and rotating system.



The first step was to remove the centre plate. I craned Kingfisher out over the beach, lowered the center plate, and carefully brought the hull down until the plate settled into the sand, then a little lower until the plate lifted free from the hook. Raising the hull back up left the center plate standing upright-a controlled and safe manoeuvre.

To ensure a smooth and controlled spin, balance was key. I wasn't entirely sure where the hull's horizontal centre of gravity lay, but after seeing how John's worked I guessed it was somewhere around the waterline. To allow for this unknown, I built custom lifting interfaces for the bow and transom using 18mm plywood and 20mm thick mild steel plates, drilled and tapped at various heights to allow for fine-tuned adjustments.

As it turned out, the sweet spot was exactly at the waterline for both the bow and stern. With that dialed in, I found a couple of sponge mattresses and two bean bags for added support-and the job was a good'n- you can spin her with your little finger thanks to the twin ball bearings in the hoist points.

Now, onto the real work...

P.S. Viewing the hull from this angle gave me a fresh appreciation for the planking lines - perfectly straight and parallel, designed to slice through the water with just the right amount of heel.

WORK BEING DONE AT BANGER'S ON GRENADIER



PAINTING & VARNISHING MUDLARK Y84 & SULA Y106 AT PODGE'S YARD





'25

2024 — A YEAR IN REVIEW
STONES BOATYARD

Pontoons, productions, prizes and parties! It's been quite the year for Stones Boatyard...

APRIL

We were thrilled to get the Harbour Board's approval to proceed with the inside of the pontoon, doubling the berths. The race was on to get the funding approved and the docks built up in time for the Stones Boatyard Open Meeting at the end of May!

April also saw the emotional return of our good friend and fellow yawl sailor, Tom Napper, after completing the round-the-world Ocean Globe race on Pen Duick VI.

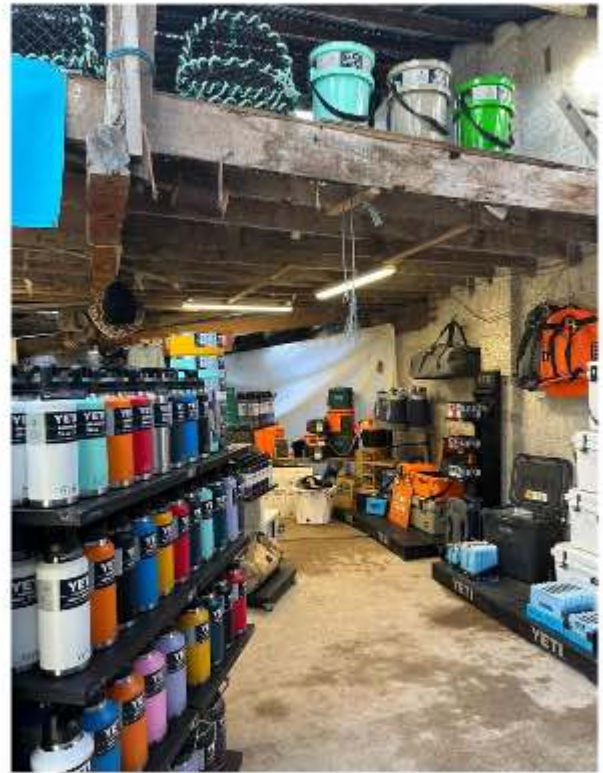


MAY

As the end-of-May bank holiday deadline approached, it was all systems go: building the pontoon and launching the yawls.

Meanwhile, we were also busy setting up our pop-up YETI shop in Salcombe for Crabfest, which, as always, was great fun.

Thanks to the harbour staff and some good friends, the pontoon was completed just in time, and we were proud to sponsor the end-May Open meeting for the yawls and solos.



JUNE

Trailers were serviced, boats were de-rigged, bags were packed, and the yawls left Salcombe to congregate in Falmouth for the Falmouth Classic Regatta. Despite some pretty hairy weather, we enjoyed challenging sailing alongside the rowing, rambunctious sea shanties and plenty of pasties! It was a treat to be able to explore the Falmouth Maritime Museum before the prize-giving too.



JULY

Production continued on our 20th-anniversary film, *Turning the Tide*. Liz and the team at Local Effect conducted interviews, edited sailing sequences, and shaped the storyline.

AUGUST

We were delighted to be asked to sponsor the Harbour Swim for Salcombe Town Regatta. The event was another huge success; and some boatyard team members even donned their speedos and got involved!

On August 10th, we threw a party to mark 20 years of Stones Boatyard at its current location. It was wonderful to celebrate with all our customers and friends, to reflect on how the yard has evolved over the years, and to look forward to the future, which we hope will see the tradition of sailing in Salcombe grow ever stronger.

We proudly launched our film, *Turning the Tide*, which tells the story of the yard over the last twenty years. The drone shots of the sailing were stunning, and we hope the film gives an insight into our history and ethos.

What a difference the pontoon has made to yard life! Previously, the build-up to every open weekend or regatta involved towing yawls down to the foreshore. Having them already in position on the pontoon has been an absolute game-changer for us and our customers.



SEPTEMBER

September brought with it some lovely weather, and many yawl owners were able to enjoy some excellent end-of-season sailing.

Then, it was time to bring the boats in, dismantle the pontoon, and start the work in the yard—fine-tuning them for the next season!

We'd just like to say a huge thank you to everybody who has supported us over the last 20 years, from our loyal customers to our friends and family and the Harbour Board, who have helped our visions for the yard come to life. Liz and I, and the team at the yard never take for granted how lucky we are to live and work in such a special part of the world.

RACE TRACKING UPDATE



Over the past couple of seasons, the yawl fleet have been experimenting with using a tracking app to record and playback races. This uses the GPS features of a smartphone to record the track and speed during a race. Spectators can follow the race live and the race can be played back afterwards to allow comparisons between race tactics and a visual reminder of how the race unfolded.

The app used in 2023 and 2024 was a commercial product with a significant cost. Since not all yawls want to track, it was

decided that the cost of the licence should not solely be covered by SYOA. Instead, two thirds of the costs for the 2024 season were covered thanks to generous sponsorship from Stones Boatyard (Tris Stone) and Prompt Business Strategies (David Stone), allowing competitors to track without charge to themselves.

Many of those who tracked their races benefitted from using the app and want to continue with a tracking option, however the licence costs were too high to be sustainable over the long term even with sponsorship.

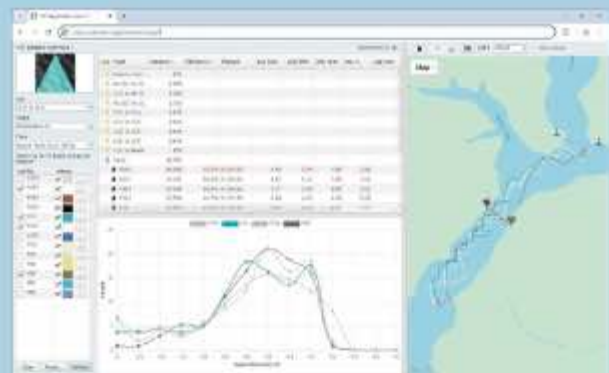
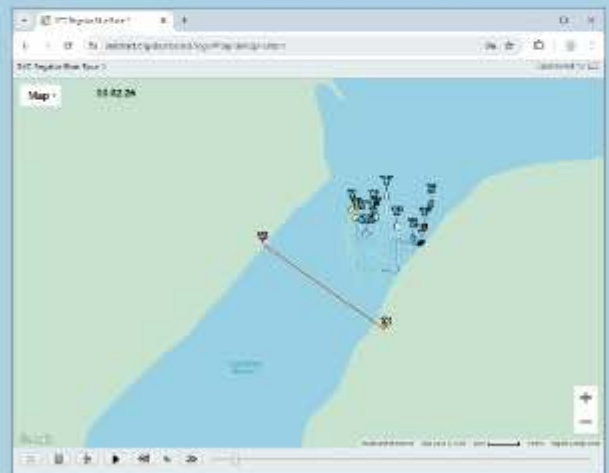
We wanted the use of the app to be free for competitors and to have more control over its functionality so have decided for the coming season to prototype a new app called Sailchart. Sailchart provides a race player that can display both the live race and playback after the race has finished. The tracking data from the 2024 open meetings and regattas has been imported to Sailchart and can be viewed from the Sailchart app or website.

In addition to race playback, Sailchart allows detailed analysis and comparison between boats for speed over ground, speed made good, number of tacks and average tacking angles as well as overall boat performance for the season.

Of course, race tracking cannot be a substitute for good boat handling, tactical awareness and all of the other skills that are needed to succeed on the water. However, we hope to make good use of the race analysis to provide an additional tool to help sailors improve their performance, and boat trim, especially when combined with post-race feedback sessions.

SYOA will be working on Sailchart in 2025 to further develop and enhance the app based on our feedback. Some of the ideas under development are the use of small, dedicated tracking devices for those who do not wish to sail with their phone on board and a 'training mode' which will display real-time data such as speed, VMG and tacking angles, allowing you to tune and see the difference whilst sailing. N.B. to comply with class rules, the training mode cannot be enabled whilst there is a club race in progress.

Please contact Mike Knowles or Darius Panahy for further information and visit <https://sailchart.org>



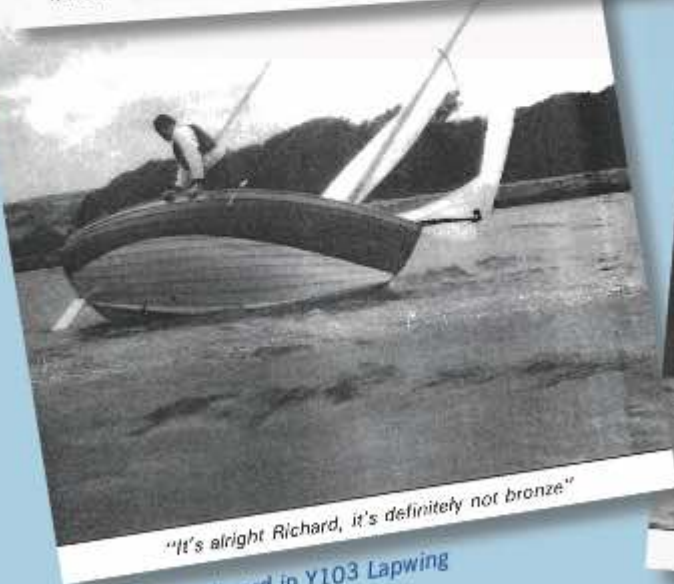
STONES SUMMER PARTY



LOOKING BACK

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.

1967 the first news letter



"It's alright Richard, it's definitely not bronze."

1991 Chris Millward in Y103 Lapwing with Richard Gibbens.



"Gibson still hasn't tacked, Jan, shall we put up the protest flag or lighten his boat for him?"

1991

HALLOWEEN AT SWALLOWS NEST



Edited by Andrew Stirling Y161



Oops braked too hard, this was a first I think nose diving on the run, luckily all was well the crew got a little wet.

SALCOMBE YAWL EVENTS 2025

Yawl Mini Series

First race will form part of the training weekend

Saturday April 12th	06.39
Saturday June 7th	16.20
Saturday June 21st	14.50
Saturday July 5th	14.24
Saturday July 19th	13.02
Saturday September 6th	06.02



Photograph: courtesy of Explosures

The Yawls will race as one fleet with the new Sailing Committee approved PNs for 2022 of 1091 and 1125, red and blue respectively. This gives a 1minute 40 seconds difference per hour between red and blue boats. There will be a Prize for the overall winner of the series. Your score will be your best of five. There will be six designated races within SYC sailing series, with one discard. All races will be timed.

Opens and Regattas

Early May Bank Holiday Open Meeting:	May 3rd – May 5th
Late May Bank Holiday Open Meeting:	May 24th – 26th (now three days)
Salcombe Town Regatta:	August 11th – August 15th:- Book Online
S.Y.C. Regatta:	August 3rd – 9th
S.Y.C. Sea Race:	August 23rd
September Open Meeting:	September 27th-28th

Special Events 2025

Yawl Training Weekend:	April 11th/13th (£21.00 entry fee including supper.)
Weighing Days:	by arrangement contact Andrew Squire or Mike Knowles michael.knowles.1@btinternet.com

Social 2025

SYOA London Dinner at the Corinthian Sailing Club:	February 26th
Chairman's Drinks:	Sunday May 4th @ SYC 6.30pm
Ager Point Ram Roast:	Sunday May 25th
A.G.M. and post A.G.M. dinner	Tuesday August 5th

We need a bigger room, as the fleet is growing so more attended the Chairman's drinks in May, there was a queue to get in.



The London dinner at the corinthian yacht club was well attended lots of fun, our Speaker Colin Henwood, of Henwood and Dean is his Boatbuilding company in Henley-on-Thames Builder of wooden boats.

SALCOMBE YAWL RESULTS 2024



SALCOMBE GIN EARLY MAY OPEN

1st	168	Will Henderson	Mandy Henderson	1st	68	Olly Turner	Chris Skelhorn
2nd	170	John Burn	Tris Stone	2nd	19	John Smithers	Pete Hughes
3rd	178	Paul Rayson	Julie Rayson	3rd	138	James Greenhill	Charlie MacKenzie
4th	145	Gregor Hoar	Clare Hoar	4th	112	Simon Dobson	Nicki Dobson
5th	184	David Stone	Mark Hazelwood	5th	15	Michael Knowles	Nicola Bass

STONES BOATYARD & YETI LATE MAY YAWL OPEN

1st	168	Will Henderson	Mandy Henderson	1st	68	Olly Turner	Chris Skelhorn
2nd	170	John Burn	Tris Stone	2nd	138	Matt Greenhill	Luke Greenhill
3rd	167	Simon Gibbens	Andrew Reed	3rd	97	Andrew Wood	Simon Tweedle
4th	177	David Greening	Steve Conroy	4th	17	Mark Waterhouse	Phillip Magee
5th	183	Philip King	John Sleep	5th	15	Michael Knowles	Nicola Bass

SYC SALCOMBE GIN REGATTA

1st	168	Will Henderson	Mandy Henderson	1st	68	Olly Turner	Chris Skelhorn
2nd	174	Tim Law	Ossie Stewart	2nd	107	Martin Payne	Sarah Dornom
3rd	181	Paul Ellis	Martin Beck	3rd	17	Mark Waterhouse	Phil McGee
4th	160	Nicholas Jackson	Nick Scutt	4th	126	Andrew Wood	Tim Petitt
5th	170	John Burn	Tristan Stone	5th	15	Michael Knowles	Nicola Bass



1st	17	Zoe Meadowcroft	Roz Magee
2nd	107	Aaron Dornom	Martin Payne
3rd	97	Simon Tweedle	Victoria Tweedle
4th	188	James Le Couiliard	Christine Le Couiliard
5th	62	Stephen Cooper	Samuel Cooper



SALCOMBE TOWN REGATTA



1st	179	Robin Hodges	Frances Gifford	1st	138	Paul Ellis	Stephen Page
2nd	174	Tim Law	Ossie Stewart	2nd	98	Dan Bridger	Gail Bridger
3rd	170	John Burn	Frankie Burn	3rd	15	Michael Knowles	Katy Meadowcroft
4th	145	Gregor Hoar	Clare Hoar	4th	119	Simon Hotchin	Lesley Hotchin
5th	181	Martin Beck	Malcolm Strang	5th	82	Tom Napper	Brian



HASSALL LAW AUTUMN YAWL OPEN



1st	168	Will Henderson	Mandy Henderson	1st	68	Olly Turner	Chris Skelhorn
2nd	178	Paul Rayson	Julie Rayson	2nd	123	Robert Smith	Robin Piggott
3rd	163	Mike Webster	Peter Brewer	3rd	17	Mark Waterhouse	Phillip Magee
4th	167	Simon Gibbens	Andrew Reed	4th	126	Andrew Wood	Jon Manners
5th	183	Philip King	John Sleep	5th	155	Guy Rigby	Peter Morris

FALMOUTH

1st	168	Storm	4th	82	Jay Dee
2nd	166	Zenga	5th	98	Sandpiper
3rd	184	Red Rooster	6th	19	Heron

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We are a short walk up the creek, or potter up to Yalton on a High tide.**

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Weekends by appointment**

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