

# YAWL

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26

*THE FUTURE*  
*TRACKER UPDATE*  
*2026 EVENTS*  
*A LIFE IN SAILING*

THE MAGAZINE OF THE SALCOMBE YAWL OWNERS' ASSOCIATION

[www.syoa.co.uk](http://www.syoa.co.uk)



# GB BOATWORX

— I S L A N D - S T —

Ross Borne will be known to many of us, most recently through Yawl 75. He began racing in Toppers while growing up in Salcombe.

He has recently started a new venture on Island Street and is now trading as GB Boatworx, a nascent but promising enterprise.

Ross has strong credentials in boat maintenance. He began his working life at Salcombe Boatstore, working exclusively in the workshop on a wide variety of repairs and restorations, and benefitting from the proximity and experience of Mike Atfield, who was then based next door.

The attention to detail gained during this period led naturally into the graphic design and signwriting business he later founded, skills which now blend seamlessly into the vinyl and wrapping work undertaken by GB Boatworx.

An accomplished dinghy helm and seasoned offshore sailor, Ross's sailing experience extends further afield and includes numerous yacht and sportsboat campaigns in performance 40s, J/70s and other classes, along with four Fastnet campaigns and extensive RORC racing under his belt.



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# FROM THE CHAIR

This edition is a must-read, given last year's blockbuster success. The magazine is a collaborative effort, but our first big thanks must go to our editor, Andrew for his sterling work, ably assisted by associate member Nick Walker for the print. I would also like to thank all the contributors and advertisers.

I suggest you keep this magazine handy for the dates of our Socials, Opens, and Regattas as we move through the year.

Even better, if you ordered one of Lucy's SYC calendars, put the social event dates in now. And if you didn't order a calendar this year, make sure you get one of these essential collectibles next time - the photos (mostly Lucy's) capture the amazing sailing experience we are lucky enough to enjoy here and the whole sailing program is conveniently already filled in for you.

Membership is growing, so thanks to Allyson Lofts for taking care of the membership register (just one of the many things she does including our social events). You'll find a list of new Owners and Associates later in the publication.

Our thanks also go to the SYC for running the sailing programme throughout the season and for providing a well run base for our Association with widely appreciated catering and a cosy bar.

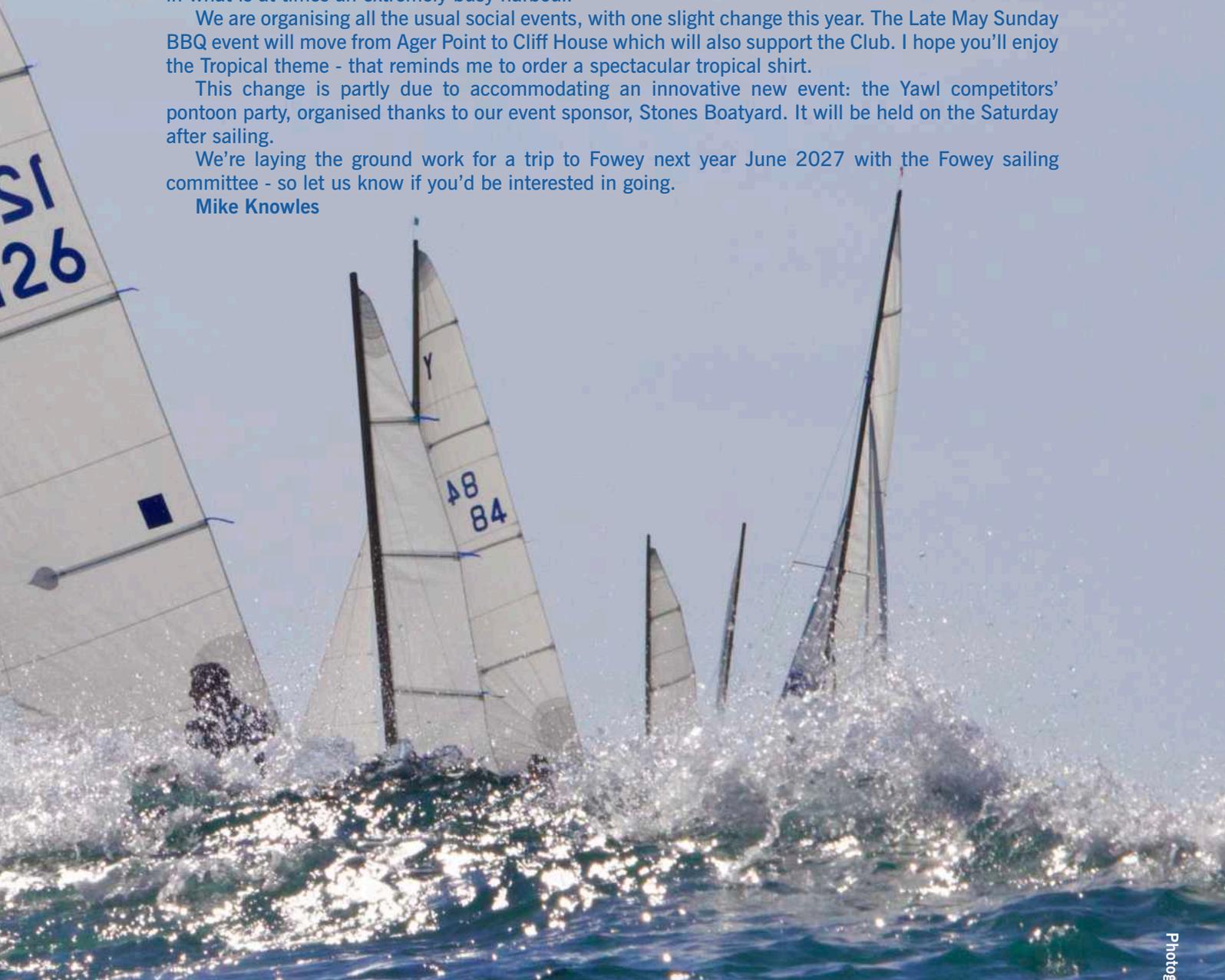
Final thanks go to the Harbour team for working with the SYC to accommodate our race programme in what is at times an extremely busy harbour.

We are organising all the usual social events, with one slight change this year. The Late May Sunday BBQ event will move from Ager Point to Cliff House which will also support the Club. I hope you'll enjoy the Tropical theme - that reminds me to order a spectacular tropical shirt.

This change is partly due to accommodating an innovative new event: the Yawl competitors' pontoon party, organised thanks to our event sponsor, Stones Boatyard. It will be held on the Saturday after sailing.

We're laying the ground work for a trip to Fowey next year June 2027 with the Fowey sailing committee - so let us know if you'd be interested in going.

Mike Knowles



Editor: Andrew Stirling, with thanks to Graham Cranford Smith.

Photographs contributed by Exposures of Salcombe (01548 842005), Lucy Burn and Association members.

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# TRAINING WEEKEND

SALCOMBE YAWL TRAINING: FRIDAY 24TH, SATURDAY 25TH & SUNDAY 26TH APRIL 2026

This year the focus will be on: Strategy & Tactics, Sail Plan Setup & Tuning and Boat Handling  
Mark Hazelwood will lead on sail plan setup, Will Henderson will lead on strategy, tactics and boat handling.

The entry fee is £25 PER PERSON this includes Entry and Saturday Evening meal (excluding dessert) at SYC, of which £8.50 goes towards running SYC rescue boats etc.

*Please book on SYC website:*

- Entry per person taking part £25
- Non sailing persons are welcome to join Saturday's evening meal £18
- Sunday lunch
- 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, it's early season so can be cold!

**Friday meet at 7pm SYC Chart Room** (bring a pad & pencil) we will be covering the following in three 30-minute interactive sessions with David Stone asking both Mark and Will on:

- **Mark:** How to set up the sail plan and controls for different conditions Base setting / what to adjust for different point of sail and conditions.
- **Will:** Starting Technique and first beat.
- **Will:** Strategy tips on:
  - Boat handling to try out on Saturday.
  - Choosing which side tacking to Marks 1 or 2.
  - How best to navigate through the "bag" i.e when to cross.
  - Mark 7 when to stay high or low.

**David Stone:** will outline the activity for Saturday.

**Darius Panahy:** will discuss SailChart tracker setting for Saturdays racing.

**Paul Emery:** will outline how we will be using a drone to capture footage of both the Saturday morning training and afternoon race.

*Note: if you are planning to eat at the club, suggest you aim to eat around 6pm so the chartroom can be free of food !*

**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
- Coaches in Yawls with helms or crews showing different techniques.
- 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 using the data on Sunday.

**Saturday: Evening:**

- 6pm Meet in the dining room, running through highlights of the days racing, with drone footage (kindly provided by Paul), Will to comment on starts and first beat: Mark to comment on sail plan. Will to comment on boat handling.
- 7.30pm meal (ensure you have booked).

**Sunday: 10.30am SYC Chart Room**

- **Darius:** Using Sailchart tracker data, analysis on: boat speed, VMG, tack performance and distance sailed.
- **Darius:** interacting with Will & Mark on the Racing Rules that are often needed sailing in Salcombe.
- Opportunity to ask questions of the Coaches.
- Feedback on the weekend and what you would like to see covered in the next Training Event.

**Sunday: Lunch:**

- 12 O'clock lunch (*ensure you have booked your pasties etc*).

*Looking forward to seeing everyone at the Training Weekend.*

David Y184



# PRIZE GIVING



# POST AGM DINNER



# THE CARDIGAN EFFECT

On ageing, stewardship, and repainting Chicken Run Y172. A different colour.

In the pantheon of stand-up comedians, I tend to dismiss Jasper Carrot's 1980s observational humour. Much as Bob Monkhouse once remarked: *"They laughed when I told them I wanted to be a comedian. But they're not laughing now"*.

This joke may apply to Jasper. Nice though he is, I never thought he was that funny. \*

But I do recall his sketch recording the moment when a comfortable, shop displayed cardigan, (Olive green with leather buttons and elbow patches) stopped him in his tracks. This is a garment favoured by very steady pensioner types and only appealing to those in later life. Ignored for years as uncool, the concept of appearing in public, wearing a cardigan, became a real possibility for Jasper. And the subject of amusing self-deprecation.



With Clive soon after acquisition. Late August 2024.

For us at least, and forgive me the jeopardy of sleight, a "cardigan style epiphany" applied to our acquisition of a Salcombe Yawl. No longer was it possible to jump around a Merlin with any degree of competence, if ever it was. We suddenly came to contemplate the Yawl as 'A Sailing Solution'.

Of course, we had been aware of the Yawl fleet for decades. Furthermore, it was hard for us to miss Y172 "Chicken Run" when expertly sailed by Clive Jacobs and Victoria Gibbens. They did well.

Chicken Run is one of a batch of nine Morrison 3 hulls built by Rowsell in the early 2000's. People seemingly became rather light-headed about new Yawls, around then. CR, commissioned by Clive, was the sixth, and was constructed in 2002.

She, being a Rowsell, is of course exceptionally beautiful. True, she is not the favoured Howlett hull which are held (by some) to be inherently faster and sailed more competently, anyway. But she is still gorgeous. Though many Yawls are named after birds, Y172 was given the Aardman Animations film moniker: 'Chicken Run'. And she was painted a striking yellow. She was and remains, a stand-out boat. We think.

In all the years we witnessed Yawl racing it never occurred to us that CR would one day be our destiny. But somehow, before one knew it, the Cardigan Effect was in play. A Yawl? Hmm...

We did not buy CR directly from Clive. Clive had sold CR in about 2022 to one Rob Allen, a well-known Merlin sailor. Rob intended to sail CR with his aging father. However, anyone who has sailed a Yawl in over 12 knots will know that the cardigan effect is illusory. Comfy it is not.

Thus instead, during Rob's tenure through his generosity, many people sailed CR; including me, with Rob. During the post-race

chat, Rob casually mentioned CR might be for sale. I accidentally responded that if so, "Could we have first refusal?" This, of course, is fatal. The following morning at 07:38, my phone rang. Rob.

Since September 2024 we have sailed CR in forty-eight races. Mostly, we have been last-ish, courtesy of my declined helming skills. Declined that is, from a low base.

However the CR journey has been huge fun and the pontoon, very sociable. High points were Regatta Week 2025. A low, was parting with the mizzen on a moored yacht when lying well up, in a windy open meeting race. (I was temporarily fired as a helm that day. Again.)

Most of CR's decent placings, have been when someone else steers. For, Yawl ownership facilitates guest rockstar helms, which is excellent. I was honoured to crew Andy Davis of HD sails last Autumn. And Mark Waterhouse in Town Regatta.

Sailing apart, Yawl acquired, one becomes 'A Yawl Custodian'. This is a benign noun-couplet, which is freighted with adverse financial implications.

Particularly, one feels acute responsibility for CR's well-being to Clive, the original owner and the late Spud Rowsell/Justin Adkin, the builders. This costs. Fortunately, we have form with wooden boats; mostly National Twelves, which we sailed for years. When thirteen, I also restored a terminally ill Solo and other boats, back to life. I learned a lot. Still learning. We also own Garda, a 1938 wooden launch which I have tended since 2016.

Thus, my boat painting history dates back years. However, my juvenile attempts suffered several serious reverses. Specifically, my activity was the source of great friction between me and my famously testy father.

Two episodes stand out. When young, I sanded Graftspeed (an ill-starred 1970's era black go-faster paint) from a Firefly hull. This produced copious dust. The garage where I worked adjoined my parents' kitchen. Here, unhappily, the extractor fan was 'on'. Graftspeed dust liberally coated the Sunday roast and in fact, the entire kitchen. "Sunday roast" took on a new meaning when my father realised the scale of my crime.

Around then, I also trashed my father's extension lead. I had neglected to unravel it when drying varnish with a 3kw electric heater. The lead melted and the house main fuse failed in spectacular fashion. I fixed the fuse. But I was unwise to leave my father to blow the same fuse, the next time he used the reel. Again, fuse-blowing, describes both the physics and what I felt was my father's gross over-reaction.

I still love painting boats, nevertheless.

This is lucky, because owning two clinker boats produces a lot of it.

When we became CR's custodian, she retained her original hull paint (or close to it) and we suspect, slot gasket. The latter especially, was in bad shape. For us, the Yawl pontoon is a game-changer. But the pontoon has a downside. This is, that unless one is careful during launch and recovery, the hull suffers. By winter 2025 CR's hull was indeed scored and scratched. One's inner stewardship dictated that she needed total hull inversion and love.

It takes a minimum of six to invert a Yawl. By then, we had removed the 80kg bronze plate, leaving a mere 300kgs to lift. For the inversion processes, our thanks to variously, Frances Gifford, Mark Waterhouse, John and Lucy Burn, Will Henderson, Simon Dawes, David Greening, AJ, and Olly Turner. Plus, my dear sister-in-law, Kate Powell.



All to do.

Having rotated the hull, in some people's eyes, we then committed the sacrilege of changing CR's colour. Yellow was doubtless a good call when CR was built. Clive may have had the tricky task of selling the idea (and expense) of a new Yawl to his then young family. Chicken Run and yellow it was. Indeed, we were not completely callous towards CR's history or character. But if one is to paint a hull, it is a fair question: what colour? For us: not yellow. She is now Epifanes Sea Blue. We were able to resist "Emergency Services Fluorescent Green" as favoured by some in the Yawl fleet.

This piece could now easily become one of watching paint dry, if not already. Extremely absorbing. You have Andrew Stirling who asked me to record my thoughts, to thank for that.

But I can share some hard-won lessons beyond the usual guff about rigorous preparation, decent brushes etc, etc.

- 1) It is critical to thin paint, I think by 10% using the correct thinners. Not white spirit from Ashbys. Measured.
- 2) It is also critical to thin (Epifanes) varnish by up to 20% for an even final coat. Again, measured.
- 3) It is critical to be married to the right person.

CR is looking forward to being back on the water soon, in her new plumage.

Graham and Fiona, Cranford Smith  
Y172. Chicken Run. (Andalusian Blue).

**Graham Cranford Smith**

*\*It transpires that Jasper has the last laugh. In researching this piece, I discovered Carrot was behind Celador Ltd, the production company of: "Who wants to be a millionaire?" In 2006 he sold his shares of that business, for £10m. Enough for several cardigans.*



Pontoon hull damage.



Y172 unrecognisable in her new paint.



Tense moment.



Thank you, everyone!

# FALMOUTH CLASSICS REGATTA

Falmouth classic this year only had two Yawls entered, well done to them, Y40 Graham Newton and Y82 Tom Napper.



All Open Meeting & Regatta photos are available to purchase.



Advertisement for The Boat Store Salcombe featuring a harbor view and various brand logos. The text reads "THE BOAT STORE SALCOMBE" and lists brands: red, dubarry, c-skins, dryrobe, Orca Bay, Crewsaver, HOLEBROOK SWEDEN, and PELLE. It also lists services: CHANDLERY • CLOTHING • LIFEJACKETS • FOOTWEAR, WETSUITS • WATERSPORTS EQUIPMENT and contact information: salcombeboatstore Island Street Salcombe TQ8 8DP 01548 843708.

## LOOKING BACK

In our opinion, the Salcombe Yawl is to be regarded primarily as a pleasure boat, use 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.

Oh how things have changed, from 1967 news letter

# Y 99

We moved to Broad Downs in 2004 and joining SYC and owning a classic sailing dinghy was never on the list of things to do. I have always been on, in or under the water for as long as I can remember. I arrived at dinghy sailing in the same way my father did, coming to Salcombe on

the family annual holidays and owning a dinghy with a small outboard to get from one side of the estuary to the other in a troop carrier filled with kids, buckets and spades, dumping the outboard on the beach and having a leisure sail to fill in the afternoon. The first of these splendid craft was a Signet dinghy named 99QUID (that's how much it cost!) and then upgraded to a Laser 16 (max capacity 6 Children 4 Adults).

We joined SYC in 2005 and for the next nine years I crewed, first for Charles Thompson in Y162 and then David Greening in Y177. In 2014 we purchased Y99, Shoveller from Graham Shove. She had been sitting for several years up in Malcolm's barn and with Skud as the broker we became the third owner of the boat.

Shoveller is a Stone build boat, commissioned in 1974 and originally named Anka II, built for A.P. Bennett. She was redecked by Mike Atfield in the mid 90's and apart from that was in good shape. In the winter of 2015-16 I sanded the hull and repainted her in the colour we now know, Wedgewood blue.

For the next ten years we carried out minor works with additional painting of the hull, however, the decks, despite applying more varnish, were looking, by the end of the 2024 season completely shot. Soft ribs, cracked planks and a delaminating deck (and that was just me), at the grand age of 50 (Shoveller) and for the helms 60th birthday present to himself, it was time for a major refit. But who to do the work?

Standing in the bar and asking that question you will get many different answers. Stone and John Mcshea were the natural go-to's. However both were



not available and over a pint after a race Simon Hipkin's name was suggested. Based in Walton-on-the-Naze, Simon had a good reputation within the Merlin fleet and after asking around seemed a safe pair of hands. More over when I caught up with Simon on our first call, he seemed genuinely keen to work on his first Yawl.

Lesley and I delivered the boat to Simon late February 2025 on a very rain

soaked day with a simple brief to restore Shoveller. The headline list was to redeck her, take the hull back to bare wood, repair where needed, replace every bit of rotten wood and also we wanted to add some strength into the frame.

We had sent Simon a lot of images of Shoveller as more of a guide as to what work was needed. We acknowledged that there was no expectation of agreeing a time frame or budget. For those who have gone before me on project like this, you know until you peel the lid back you really don't know what that looks like. What you do know is that the old phrase "sinking fund" looms into focus.

Dropped the yawl off on February 15th and three months later on the 17th May and 339 hours later Simon delivered a fantastic result. Shoveller looked as good as new and what was even more exciting is that at her first open meeting, the team Shoveller came third.

Throughout the build I communicated with Simon with calls and volumes of images, many of which I shared on the Yawl WhatsApp group. The only near miss during the build was when discussing the condition of the mizzen mast. I suggested to Simon that the foot of the mast was rotten and could be cut off and reshaped. Later and just before he was about to cut 12" (foot) off the mast the miss communication was picked up.

At the heart of the decision to rebuild Shoveller was the acceptance that is my yawl, the only yawl I will own until my knees and back give out and I retire to the watch house. It is our investment in the future of the class and a commitment to the hobby I love and friends I enjoy spending time with.

**Stephen Galvin**



**SHOVELLER Y99 • BUILT IN 1974 BY THE STONES BOAT YARD • STEPHEN GALVIN – 3RD OWNER • PURCHASED IN 2014 • HAD THE BOAT FOR 12 YEARS  
REBUILT IN 2025 BY EAST COAST YACHT SERVICE • BUILDER - SIMON HIPKINS • DELIVERED 15/02/2025 COLLECTED 17/05/2025 • DURATION OF REBUILD- 339 HRS**



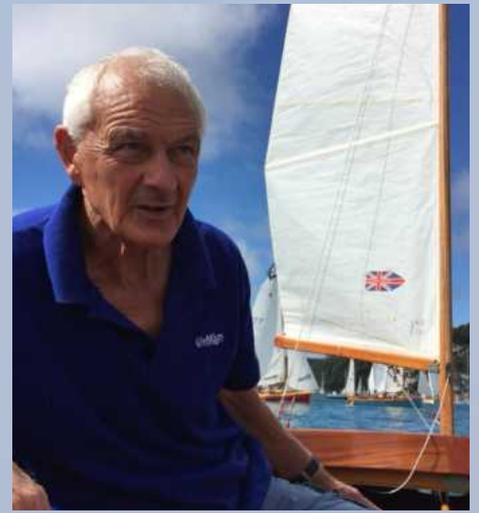
*Christmas walk around Snapes after a glass of mulled wine.*

Early this year we lost another Yawl sailor, PETER THORNING. A true Salcombe local from a family that had lived there for generations, he lived and breathed everything about this special place.

An exceptional sailor, he spent many years crewing for Alec Stone in his Wayfarer before becoming a skilled Salcombe Yawl helm. Beyond the water, he was a formidable rugby player, representing Salcombe, Richmond Counties, the Barbarians, and even England. His passion for the sport eventually led him to London, where he lived near the home of rugby - Twickenham. Yet, no matter where he was, Salcombe remained forever in his heart.

As a dedicated PE teacher, he spent every holiday back in Salcombe, sailing and reconnecting with the place and people he loved. He was a walking encyclopedia of all things Salcombe, relishing conversations with the original locals and happily tinkering with his beloved Yawl and cabin boat, Tyro.

In his later years, following a major stroke, dementia took hold. Yet, even in that world, his heart and mind remained in Salcombe. He would often reminisce about his childhood and the golden days of his youth by the water. Salcombe was, and always will be, his happy place.



## NEW MEMBERS 2025

Tony Smee	Y95
Lisa Walter	A
Mandy Henderson	Y92J
Jonathan Elliott	Y156
Paul Emery	A
Janet Hawkins	A
Stuart Miners	A
Will Moore	A
Julian Wells	A
Jason Dalby	A
Ian Knight	Y83
John Meadowcroft	Y175
Owen Hallett	Y120
Graham Murrell	A
Richard Bunce	A
Nick Hill	A
Nick Lowe	Y22 rejoined
Lewis Wilkinson	Y154

Hon Secretary: Allyson Lofts  
 Hon Measurer: John Donovan  
 Technical Adviser: Will Henderson Y183  
 Adviser: Andrew Stirling Y161

## COMMITTEE MEMBERS

Michael Knowles	Y15 (Chairman)
Andy Savell	Y187
Dan Bridger	Y159
David Stone	Y184
Darius Panahy	Y152

Photograph: courtesy of Exp!osures,  
 can be purchased at [www.explosures.co.uk](http://www.explosures.co.uk)

THIS YEAR SYC WILL BE  
 RUNNING A GOLD FLEET IN  
 ADDITION TO THE USUAL RED  
 AND BLUE FLEETS AT ALL  
 YAWL OPEN MEETINGS.

ENTRIES ARE NOW OPEN AND  
 CAN BE MADE ONLINE.

# Y186 FIRST THOUGHT'S & THOUGHT'S OF FIRST

We launched Y186 on the morning of the early May Open Meeting and looking back now I can't quite believe we firstly managed to fit her out JUST in time for the event but secondly that we managed to do this ourselves through the darkest, coldest depths of winter with our limited free time coupled with the long drives to EP. Our methodical approach and quest for perfection paid dividends with the reward being a four month racing season that saw no breakages which enabled us to get our HEAD'S DOWN and focus on tuning, starting from square one as no two Yawls are the same and there is no handbook!

With tuning, the most important places to start are the mast foot position, rake and spreader settings and in that order but one must be careful not to lose sight of one when chasing the other settings as they all impact each other; chasing correct rake can throw off your overall rig balance which is largely set with mast foot placement. We agreed to analyse the rig every time we raced with the goal of making decisive changes to gradually improve our setup and understanding with every outing, this took the three months prior to YC Regatta with the boat then setup in a manner that we were happy with. I set the mast foot based on weather-helm feedback on the tiller when sailing in a steady breeze (rather tricky in Salcombe!) with us both sat on the deck, nicely powered on a beat. For context, the mast foot moved 65mm in those three months! Once the mast foot was set, the rake and spreaders were much easier as we had the biggest factor set. From there we went about finding as much photographic and video content as we could to see how our rig looked externally, Lucy Burn's content easily stood out head and shoulders for this and also enabled comparisons to other Yawls to backup any decisions. Early analysis found our rig to be massively set too far back at the foot but opposingly too far forward on the rake, felt through lee helm and the constant need to push the rudder to correct it when sailing plus the difficulty to pop the bow up when on the plane downwind. These first settings seemed absolutely fine on shore but how a Yawl sits when sailed is a whole other matter for analysis. I settled for a rake setting that is just back from upright, and

the spreaders are set in a manner that support the quest for power when predominantly sailing downwind in Salcombe but enable control of the rig when depowering as over canvassing is something that we all prescribe to in the Yawl fleet.

Despite these efforts our results seemed to dip from our stonking season opener of 2nd overall in the early May Open Meeting yet I was much happier with the rig. This brings me back to my biggest learning that I've always vocalised with regard to racing in Salcombe; You must sail the boat blind and get your HEAD'S UP and out of the boat! I honestly believe that an average condition boat that is sailed well will always beat a well setup boat that is not sailed well.

I also trialled a split tailed mainsheet to lose the bridle and gain a system that acts as an automatically adjusting bridle to better control the mainsail leach tension in the varying conditions we see at Salcombe but very quickly decided that I didn't like how the system worked in the Yawl, usually seen on Fireball's and Hornet's etc. This could possibly be down to the geometry of the wider Yawl transom plus the length and weight of the boom. Further thought required.

I do like the thought of modification and when the results come it truly is worth it but sometimes you need to know where to focus one's efforts. For instance, when campaigning the Merlin Rocket we decided to shelve our radical rotating wing mast as we arrogantly felt we could win the Merlin Rocket National's without the need for it. We were in fact correct! Conversely, when racing the Hornet in my teenage years I opted for a dagger stock rudder blade, perfectly within the rules but never previously thought of. Given the Hornet's length, this enabled me to raise the rudder blade up in the stock when racing in light winds to reduce it's length to six inches and wetted surface area massively. We won the first race of that National's by 30 minutes to the next competitor, no joke.

This year looks to be closer than ever and I'm looking forward to racing a whole season in Y186.

I promise to keep my head out the boat!

Olly Turner

There was an unexpected splash of Olympic pedigree during the SYC Regatta week with the surprise appearance of Stu Bithell, a gold-medal Olympian, who joined the Red Fleet for a one-off race.

Bithell teamed up with Jonathan Britton aboard Y173, adding a buzz of excitement both on and off the water. The race did not begin entirely to plan: at the start they suffered the loss of their mizzen, a moment that might have ended many crews' chances before they had really begun.

True to form, however, the pair recovered well, settling quickly into the rhythm of the race and sailing on with determination and good humour. A glance at the results suggests it was the Thursday race in which they appeared, finishing a very respectable eighth despite the early setback.

More than anything, it was simply great fun - a reminder that regattas are as much about shared moments, stories, and surprises as they are about results. An Olympic gold medallist dropping in, losing a mizzen at the start, and still enjoying the race? That's the sort of thing Regattas are made of.







# WINTER MOMENTUM AT STONES



**STONES**  
BOATYARD

It's been a full and productive autumn and winter at Stones, with more than 20 Yawls and wooden launches passing through the workshop. The yard has been a hive of activity, and it's been a pleasure to see so many familiar boats back under our care during the off-season.

Behind the scenes, we've also continued our long-term work on mast bend and sail cut, a project we've been quietly refining over several years. We're delighted to say that 2025 marked our most successful season yet, with Batt Sails consistently leading the fleet. It's incredibly rewarding to see that development translate into performance on the water.

With another exciting season on the horizon, preparations are already well underway for a busy and enjoyable summer in Salcombe.

## INNOVATION OVER THE WINTER

The winter months have also given us the chance to explore several new ideas and collaborations.

We've been working with Harken to develop a cheek block that offers increased holding power for jib sheets. The first pair has just arrived at the yard from the U.S., and we're looking forward to putting them through their paces on the water.



In addition, we've teamed up with White Formula to develop a new halyard lock designed to be significantly easier to release. We're excited to try it out on the water.

As ever, we're keen to keep refining the details that make racing just that little bit smoother and faster.



## PONTOON PARTY

To say thank you for the continued support from our customers and friends, we're delighted to be hosting a dock party after racing at the Stones Late May Open Meeting.

Join us on the pontoon from **16:30–18:30 on Saturday 23rd May** as we fire up the Big Green Egg for some tasty post-sailing treats, and serve ice-cold drinks from our YETIs.

Space is limited due to our floating venue, so invitations are open to helms and crew competing in the event - all the more reason to make sure you're on the start line!

We're really looking forward to bringing everyone together for what promises to be a fantastic start to the Bank Holiday.



## PONTOON UPDATE

We're also pleased to report that the pontoon is still in one piece despite some recent damaging weather, it remains firmly and happily in place, ready for another busy summer of comings and goings.

## DATES FOR THE DIARY

- **Crabfest – YETI & Big Green Egg Salcombe**  
Sunday 3rd May
- **The EGG Demo Series at Stones Boatyard – 9th May**  
Head to our website now to register your interest in our first live cooking demonstration day.
- **Stones Late May Open Meeting & Dock Party**  
16:30 – 18:30, Saturday 23rd May
- **Beach Rugby – South Sands**  
Saturday 16th August

Here's to fair winds, close racing, and plenty of good times ashore as well as afloat.

*Have a fantastic season from all at Stones Boatyard.*

# TAKING CARE OF OUR YAWLS

If someone's interested in buying a particular yawl (and there have been quite a few this year), the one question we're often asked is who the designer was.

So, we've added a "boat designer" column to the membership and boat magazine insert, next to the "builder."

Later in this edition, we delve into the future of the yawls. However, for now, the most important thing is to realise that we are the custodians of this fleet and keeping it in good condition is a beautiful responsibility that we can and are fulfilling.

It's great to hear that the yawls are getting some much-needed care and attention during the winter months, whether it's from their owners or with the help of local craftsmen and people further afield. If we just take care of a few yawls each year, the fleet will last for generations!

I know myself the pride in bringing a boat back to life, Y15 Kingfisher was restored in 2002 and all I have done since is varnished her decks once and re-painted below the water line. The trick is rinse them inside and out with squeezey, touch up any worn varnish and keep them dry over the winter. Restoration is definitively not a waste of effort or money.

Apart from looking back over the last year, the magazine has an article looking forwards. The committee has been pondering the long view of the Salcombe Yawls and have decided we should be prepared for changes that might develop out of our control. We want to be a class that is actively choosing its future - rather than allowing circumstance to decide it for us.

I'll sign off now and let you flip through the pages which will hopefully also bring

back happy memories of last year. I'm personally particularly excited to get back to the start line soon. This is with a touch of nervousness, as I take the plunge (I hope not literally) and try out the Red Fleet in Harlequin Y174 as part owner with Tim Law.

**Mike Knowles**



*Woody's Y126 in East Anglia - a new colour has been chosen for Storm Petrel - very exciting.*



*Toby's Y116 in Island Street - Delta of Aune will re-emerge in a colour! - can't wait to see her. (Image 3D scan in scene created in AI).*



*Will and Mandy's Y91 Bantam before her make over last winter - all their hard work produced an absolute winner and well done Rob and Alice for sailing her to victory. (3D scan image).*

*Definitely the prettiest boat anchored off Galleon Beach, English Harbour in Antigua today!*



## THERE ARE YACHTS, THERE ARE SUPER-YACHTS - AND THEN THERE IS THE SALCOMBE YAWL.

Among the polished super yachts and the towering masts of Antigua's winter fleet, one boat has been quietly stealing the show. **Y40, a Salcombe Yawl** built in 1962 by Stones of Salcombe, sits low in the water, her modest lines, her presence unmistakable. More than six decades on, she proves that true pedigree never dates.

Now owned by Graham Newton, Y40 has travelled a long way from her West Country roots. Newton, Captain of the sailing super-yacht Hetairos, found himself with spare space in a container heading from Falmouth to Antigua. Faced with the choice of leaving the yawl laid up in a Cornish barn for the winter, the decision was simple: she would cross the Atlantic.

*"We're based in Antigua until Easter," says Newton, "and I moved my family over just after New Year. My daughters are five and three, and they absolutely love sailing."*

The yawl's new name, Siesca, reflects that family connection – a blend of Sienna and Scarlett, his two young daughters. In the warm trade winds of the Caribbean, the children have taken to sailing with an ease that suggests the boat has found exactly the right crew.

While Hetairos represents the very peak of modern super-yacht design, Siesca offers something different. In a harbour full of scale, speed and spectacle, the small wooden yawl has attracted an extraordinary amount of attention. Admirers stop to ask questions, and take photographs. Many are surprised to learn that she is not a new build, but a working boat approaching her mid-sixties.

**Editor**

# TRACKER UPDATE



The 2025 season saw the introduction of the new Sailchart race tracking app which accurately records each boat's position and speed throughout the race and then allows post-race analysis, both the course taken and analysis of key metrics including distance sailed, average speed over ground, speed made good to the next mark and tacking performance.

Initially Sailchart required a smartphone using an app to collect the data. Midway through the season, support was added for using dedicated low cost GPS trackers, removing the need to have a phone on board.



100 races were tracked in 2025, using a mix of smartphone and GPS trackers. The technology worked well and positive feedback was received on the benefits of being able to replay a race to help improve performance.

The new U18 race training programme also expressed interest in using Sailchart, and to help facilitate this, 12 yawl owners each sponsored a tracker to be donated to SYC for use by the U18 cadets. The trackers arrived too late to be used last year but will be incorporated into the 2026 training programme.



## ON THE ORIGIN OF THE SPECIES

**I love my job. A constant pleasure is the chance to be involved with some remarkable classic racing boats, often with a long history and real pedigree.**

In complete contrast to how so many of today's classes are created, there are many examples of the working boats from a previous age that have evolved into something very special in the modern sailing world.

The famous Salcombe Yawl is a great example, with its roots in the smallfishing boats that had worked out of the estuary for at least two centuries, typical of many of South Devon's local craft.

But how many have heard of the Shetland Maid?

Travel fully 700 miles Due North from Salcombe to the Shetland Isles and you will find a very different class of racing boats which has emerged from very similar beginnings. Huge fleets of small 'yoals' fished the herring grounds and they needed to perform well to get the catch back ashore for the best price. Unsurprisingly these craft were double-ended in the Nordic tradition and inherited exceptional sea-kindliness from this. 'Formal' races started in the 1930s and in more modern times a real highlight of the shortish sailing season is the Interclub Regatta, held in Lerwick every August. There are still some special races for the traditional 'dipping lug' rig but the normal racing rig has very much kept up with the times.

There are other clear differences between the two. The Salcombe Yawl's bronze or steel centreplate is replaced in the Shetland Maid by a fixed wooden keel tipped with a steel 'shoe' to protect it when being dragged up the slipway. The two Classes share the inevitable search for optimal hull shape, plank alignment, rig and sail design etc. and their general form is controlled by strict rules. However, the Shetland Maids can vary in size and sail area so they are measured for a rating and their races are always 'first past-the-post' pursuit races.

From a sail maker's standpoint, both of these classes are fascinating but in completely different ways. The Shetland Maid rig allows great freedom of form and the only real constraint is the total sail area. Most masts are around 28'0", there are three (normally quite large) crew and the boats are exceptionally easily-driven.

The Salcombe Yawl rig is a very different proposition. With a slightly shorter, slightly heavier hull and proportionally lighter crew the dynamics are very different, so it is no surprise to see a rig based on a relatively flexible spar succeed.

In complete contrast to the Maids, the general uniformity of layout, sheeting etc in the Salcombe Yawl fleet has considerably simplified the sailmaking challenge. It allows closer attention to design detail that in turn gets invested in all the sails we make for the Class.

It's hard to imagine two more different boats evolving from such similar beginnings, with each reflecting their local heritage and the skills and passions of generations. It's a privilege to be involved.

**Dick Batt**

## SPLICING WORKSHOP IN AID OF THE RNLI



The Salcombe Boatstore held a splicing workshop at the Tap house in January. The event was a sell-out with plans to host further events in the future. Jon Squire, Pete Smith and Lottie Edwin lead the session teaching attendees to splice 3 strand rope which is commonly used for mooring and anchor lines. A few beers and hot snacks were enjoyed throughout and everyone did really well picking up a difficult skill. The Salcombe Boatstore is the flagship retailer for Robline ropes UK which is run by Justin Jones who readers may remember from the many talks and presentations he has done at the Yacht Club and beyond. Across cruising, racing, and commercial applications, Robline is widely regarded as a premium rope brand — and for good reason. Robline uses high-performance fibres such as Dyneema®, combined with specialist coatings to improve abrasion resistance, reduce water absorption, and extend service life. They are known for their soft feel, low stretch, and consistent diameter, giving excellent grip in winches and rope clutches. Manufactured to tight tolerances, Robline delivers predictable strength, uniform construction, and dependable performance across every coil. While Robline is a premium product, its exceptional resistance to UV, saltwater, and chafe means it often lasts longer than standard ropes. For many customers, this results in better value over time and fewer replacements. The Salcombe Boatstore keeps a huge stock of Robline ropes and can offer excellent advice as well as a full splicing service to help customers replace or upgrade their existing rig or mooring set up.

# Batt Sails Lead the Fleet

Early May: 1st Red/ Blue

Late May: 1st Red/ Blue

Town Regatta: 1st Red/ Blue

S.YC Regatta: 1st Red/ Green/ Blue/ Gold

Sea Race: 1st Red/ Blue

September Open: 1st Red/ Blue

Three Creeks: 1st Red/ Blue



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# THE FUTURE

## CORONATION BOATS

In my introduction to the 2025 SYOA magazine, I mentioned the launch of Y186 “Battle Cry,” and then I suggested that we should consider acquiring a whole Khaya mahogany log to ensure this hard to source wood was available for new Yawls.

This idea stayed with me throughout the year, and in November I thought I should find out what hurdles there might be if anyone wanted to build a new yawl now.

### THE PROJECT

So, I initiated a project which I called “Coronation Boats” for reasons that will become clear below, and assembled a team of David Stone, Toby Straus, and Darius Panahy to help me research the feasibility of building a new yawl.

We soon established the fact that none of the local boatbuilders were willing to take on a yawl project. This was mainly due to the strict regulations governing its form and weight and there seemed to be a steady stream of launch commissions.

However we pushed on and by Christmas, we had accomplished several significant milestones:

- We identified a Khaya Mahogany log that Tristan could supply planked, enough to build six boats.
- We obtained permission from Ian Howlett to construct the vessel according to his design.
- We received numerous laminated photographs taken by Mike Atfield, documenting the stages of building a yawl, and his very detailed journals all of which I reviewed with him.
- We secured permission to use Mike Atfield’s keel block and moulds, which were stored at Tristan’s boatyard.
- We were offered the opportunity to rent the 22m x 7m Coronation boathouse at Bantham by the new Batham Estate owner, Harry Aubrey Fletcher.
- We had an initial health and safety report on the boathouse - thanks to Chris Cleaves
- We had a comprehensive business plan spreadsheet - thanks to David Stone
- We were also offered assistance in finding a boatbuilder to work at Bantham by Will Reed at the Boatbuilding Academy in Lyme Regis.

### BOAT BUILDING BUSINESS

With these developments in mind, we discussed the feasibility of helping a boatbuilder to establish in business at Bantham.

The estimated time required to construct and decorate a boat at commercial rates (1500-1800 hours) plus the cost of third-party components (£25k), such as timber, sails, mast, bronze plate and shoe, rudder, trailer, cover, buoyancy bags, Harken fittings, paint, varnish and consumables brought the total cost of a new boat to between £80-£100k.

Furthermore, we would need startup funds to equip the boatyard and purchase the Khaya log for six boats.

Securing six orders in the pipeline was going to be a real challenge considering the estimated cost so we reluctantly concluded that a business focused on building new yawls was not currently economically viable.



*Khaya Mahogany log*



*Mike Atfield's Journals and photographs*

However, having reached the end of the line in terms of a startup business venture, if anyone is interested in building a new yawl for themselves and has found a suitable boatbuilder, we are now in a position to significantly enhance the project's prospects - including access to alternative sources of Khaya planks that can be sourced in quantities sufficient to construct a single boat without the need to commit to an entire log.

### FRP/PLYWOOD

To get around these hurdles and since there weren't any shortcuts to the time honoured traditional way of building clinker boats from solid wood, we explored the possibility of using FRP (GRP) and plywood as alternatives, keeping in mind that both methods had to result in a boat capable of matching but not outperforming a traditional wood boat.

We discovered that a fibre reinforced polymer (FRP) mould could be taken from an existing boat, which could then be repainted, and returned for sailing.

Then boats could be moulded and produced by any FRP boatyard as and when there were orders.

Once the mould is created, the FRP mould can be conveniently stored between builds and transported to alternative boatyards as needed for new commissions.

Alternatively, a CNC cut plywood and solid wood 'kit' could be developed on a first "prototype" boat using epoxy resins for joints and coatings, eliminating the need for rivets or ribs.

A CNC kit could be built by any boatbuilder given the CNC files and I know of working examples of this. Even an amateur boat builder could outsource the CNC process and then complete the boat themselves.

## FRP / PLYWOOD BENEFITS

Whilst a plywood boat is much more closely aligned with the wooden boat tradition, but both construction methods have real owner benefits to a greater or lesser degree:

- Significantly lower cost than traditional wood
- A single, consistent "One" design
- More robust for trailering
- Low maintenance - no painting or varnishing required
- Off season outside storage
- Unsinkable and self-draining
- CE certified under the Recreational Craft Directive
- High resale value

## CHOICE

If the time comes when potential new owners fail to find a suitable second-hand boat or feel taking on the responsibility of owning an older wooden boat is too much, they might at that stage choose a different class, most likely a "plastic" boat of some kind.

Ultimately, as owners come and go, it's the decisions made by new owners, rather than our current membership, that will determine the fleet's strength in the next 5-10 years.

Personally, I don't have a problem seeing wooden and GRP Yawls racing together: cherished traditional boats competing

on equal terms alongside an enthusiastic, younger FRP or plywood fleet. That image represents continuity rather than change, inclusivity rather than compromise, and a class that is actively choosing its future — rather than allowing circumstance to decide it for us.

So having come this far I felt that the most appropriate next step was for the SYOA committee to review our findings to date and discuss possible ways forward.

The committee met in January, and a short report is included below. I would like to stress that FRP/ply boats would only be allowed if 2/3rds of the membership voted for the necessary rule changes.

With the fleet performing well, you might think there's nothing to worry about. However, to make sure we keep a weather eye on the fleet, I've added "Choice" to the "Four C's" in our SYOA guiding compass: Competition, Club Racing, Communication, Community, and now Choice.

This is to remind us to focus on how we can maintain and improve our current fleet of Yawls and seek out and re-commission unused boats.

By doing so, we'll likely have more good boats for sale at any given time. This will give aspiring members of our competitive and traditional wooden boat owners' fleet more choice without building new boats.

**Mike Knowles**



## SYOA COMMITTEE MEETING

Your committee has been looking to the future of the Salcombe Yawl class. The last wooden hull was planked in 2012, builders are scarce, and so are materials, with good quality timber getting harder to source by the year. Precedent suggests that sooner or later the class may have to permit FRP construction. Many classes have been there before us, and while many of us love the look, feel and tradition of timber construction, a time might come in the future when anyone looking to commission a new yawl might want (or be forced by circumstances) to consider FRP construction.

FRP construction would only be permitted in the class if put to a vote and approved by 2/3 of the membership.

In order that any decision be informed by the best information, your committee has resolved to draft an alteration or addendum to the class rules that would apply to FRP boats. Such rules would be drawn up with the intention that as far as possible, FRP boats built under the rules would have no advantage in performance over the equivalent design built in timber under existing rules. Any rule changes would not come into force unless approved by the membership.

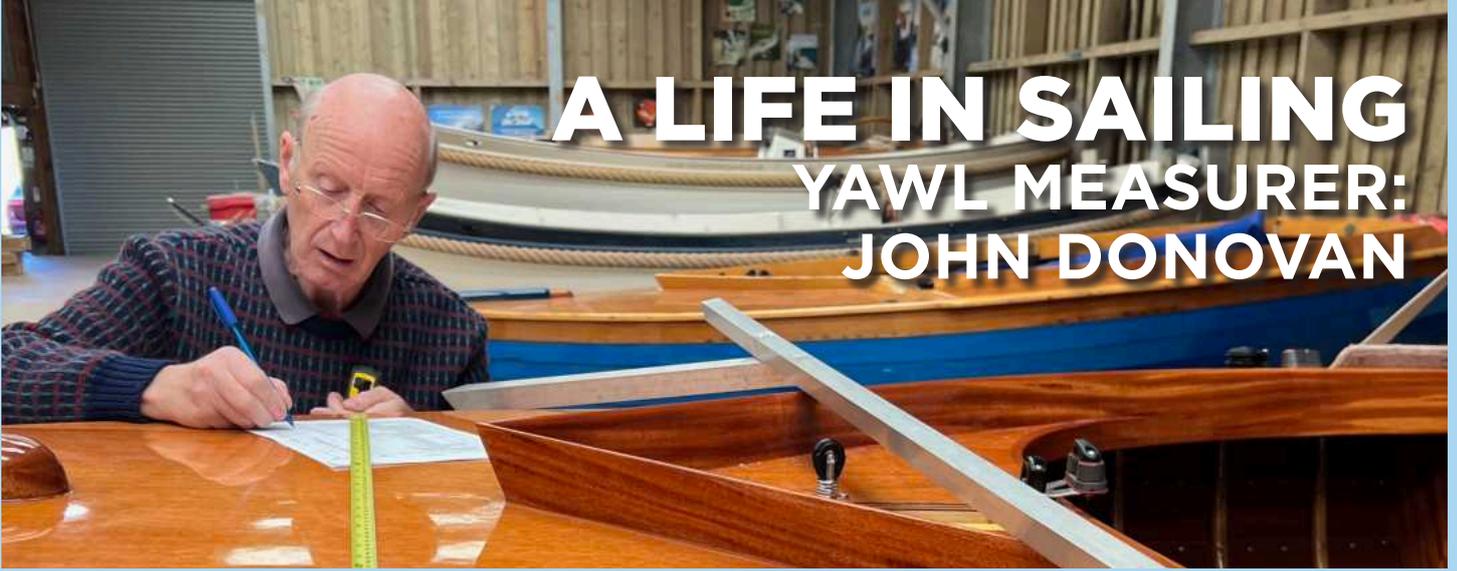
This resolution does not signify any intention by your committee to encourage or discourage the adoption of FRP construction. It is simply intended to facilitate informed discussion in the event that a formal proposal is put to the membership to permit such a move.

The committee intends to start the drafting of these new rules in the Autumn and will provide a mechanism at that point to collect input from members on the proposed rule changes.



# A LIFE IN SAILING

## YAWL MEASURER: JOHN DONOVAN



### I have always been interested in boats.

My first was a 10ft dinghy called “Redwing”, which my father and I bought in Totnes when I was about 10 years old. Unfortunately, it was not in a very good state and we spent the next few months replacing rotten ribs. This meant making up a steam chest to bend the ash ribs and the riveting them in place. This was a good practical skill to learn as well as educational. It gave me a good insight into how boats were made.

I rowed around the top of Kingsbridge estuary for a couple of years and then decided to try sailing. “Redwing” came with just an old gaff rigged main. I made a jib out of calico, and fashioned a rudder out of wood we had lying around. I used 3/4 inch plywood for the dagger board.

I then progressed on to sailing Solo, number 71: “Roulette”. I bought this from Esme Street in East Portlemouth. Aged about 13, I started racing at the Salcombe Sailing Club. My record for the first year was last in every race. But I did improve in that, at the end of the season I wasn't quite as far back as I was at the start.

The main problem I had was that I was too light to right the Solo if I capsized. This became a problem when sailing in the Torbay regatta. I capsized at the leeward mark furthest from land and had to be rescued. Unfortunately, the rescue boat was based in Brixham which is where I was taken. I had set off from Paignton. Luckily, I had sufficient money for the bus ride back to Paignton. So, I always carry some money in my pocket just in case.

My first success came when I won the Solo Open meeting in Salcombe when about 18. For my success I won an anchor! I did not enjoy giving the thank you speech at the prize giving.

Following three years at Plymouth Uni, I went off to Hertfordshire working for Hawker Siddeley Aviation. I worked on the Trident 3, HS125 business jet and latterly on the European Airbus wing. Due to the cost of launching new aircraft, I could see no future in the industry. I decided to return to Kingsbridge to work in the family shop.

The Solo measurer for Salcombe at that time was one Captain Tyler. He enrolled me into a Solo measuring course at Starcross, only telling me after he had done so. So off I went to Starcross to learn all the problems and tricks how to record as accurately as possible the shape of a hull. Also, Alan Tucker who was the Yawl measurer decided to retire. This all happened in 1976. Was it really 50 years ago?

The first Yawl I measured was Alpha of Aune.

Alpha of Aune was first of four Yawls Hugh Cater built in Bantham after returning from working in Australia. From memory of the hull had less rocker and the shape at the transom was very flat; quite a change from the Stone design.

When we discussed the modified shape, Hugh said that he wanted to get his Yawls to plane earlier. He was prepared to sacrifice low wind speed from the increased wetted area to get a planing advantage.

While still sailing Solos, I became friends with one Tony Avery, (a local policeman). We decided that we needed something a bit

faster. The Hornet fleet at that time was very popular in Salcombe and we decided to build one. This we did, but too soon, the Hornet fleet faded away. So we decided moved to Starcross Yacht Club where there was a strong Hornet fleet.

From a Yawl measuring aspect there was calm for several years. I measured about four hulls a year and multiple sails. Measuring the hull shape was relatively simple, just having to measure the height of stem and transom, the beam, depth midships, and rise of floor midships.

In 1988 everything changed. John Woodward commissioned Phil Morrison to design the hull of 141, as built by Dave Gibbens. All previous hulls were designed by the boat builder from their knowledge and experience, but now the expertise of a well known Merlin designer was employed.

The result was a hull design radically different to everything previous. She was very much finer forward and looked like a Merlin; just two feet longer with two masts.

The regatta of that year was windy. This suited the new design. 141 wasn't just a little faster; she was in a different league. Hence, I was asked by the Yawl Association to help sort out the problem.

As no one knew the shape of the current Yawls, the first thing to do was actually measure a selection to compare to the new 141 design. I published a lengthy article on this subject Yawl magazine some time ago so I won't go into it again. Just to say that this is how we ended up with the current rules with an envelope to which all new Yawls have to adhere. The problem from a measurement perspective is that it is now much more difficult and time-consuming to certify a hull.

My father originally bought Y35. In 1971 he asked Alec Stone to build him a new Yawl, Y82 Jay Dee. He sailed his beloved Yawl with Eric Pepperell as crew, well into his 80's, perhaps avoiding the windiest weather.

I borrowed Y35 Yawl every summer to attend the Round Table National regatta. This could be held anywhere in the country, from Loch Ard in Scotland to Herne Bay in Kent, Penzance in Cornwall and many places in between.

I was lucky enough to win the regatta three years in a row with my crew Bob Wingate, something that has not been repeated.

Meanwhile I had replaced the Hornet with a Dart 18 and then on to a Hurricane 5.9 two sail twin trapeze catamaran, which Reg White designed as a development of the Tornado Olympic class. The Hurricane 5.9 was further developed into the Hurricane SX which carries a 21sm asymmetric spinnaker, to increase the off-wind speed. Luckily, I was able to win the two sail Nationals when held in Belfast, before changing to the SX which I continue to sail now.

Just a thought – when I get too old to sail around on a trapeze on a high-performance cat, perhaps I will take up Yawl sailing. But not yet.

*“The Yawl Association are very grateful for all the Yawl and sail measuring John Donovan has done over the last 50 years?”*

# SALCOMBE YAWL EVENTS 2026

## SAILING

Early May Bank Holiday Open Meeting	Saturday May 2nd - Monday May 4th
Late May Bank Holiday Open Meeting	Saturday May 23rd - Monday May 25th
Salcombe Town regatta	Monday July 27th - 31st
S.Y.C. Regatta	Sunday August 2nd - 7th
S.Y.C. Sea Races	Saturday August 29th
September Open Meeting	September 5th & 6th

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## MINI SERIES

	H.W.
This race will form part of the training weekend	Saturday April 25th 13.50
	Saturday June 13th 17.23
	Saturday June 27th 17.13
1 discard for mini series	Saturday July 11th 15.51
	Saturday August 22nd 13.24
	Saturday September 19th 11.23

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## SOCIAL

Chairman's Drinks party SYC	Sunday May 3rd 6.30pm
Tropical Theme party at Cliff House	Sunday May 24th 6.30pm
A.G.M. and dinner in Cliff House	Tuesday August 4th
Training weekend	Friday April 24th - Sunday 26th
Weighing days	Boat Park Friday April 24th and May 1st or by arrangement BEFORE YOU LAUNCH for the season

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# SALCOMBE YAWL RESULTS 2025



## SYC BARTONS EARLY MAY OPEN

1st	168	Will Henderson	Mandy Henderson
2nd	186	Olly Turner	Chris Skelhorn
3rd	183	Philip King	John Sleep
4th	189	Alistair Morley	Charles Thompson
5th	178	Paul Rayson	Julie Rayson



1st	92	Rob Henderson	Alice Markham
2nd	98	Dan Bridger	Gail Bridger
3rd	15	Michael Knowles	Nicola Bass
4th	17	Mark Waterhouse	Phillip Magee
5th	123	Robert Smith	Robin Piggott

## SYC STONES BOATYARD LATE MAY OPEN

1st	170	John Burn	Tristan Stone
2nd	168	Will Henderson	Mandy Henderson
3rd	174	Tim Law	Anthony Lofts
4th	183	Philip King	John Sleep
5th	184	David Stone	Mark Hazelwood

1st	92	Rob Henderson	Alice Markham
2nd	17	Mark Waterhouse	Phillip Magee
3rd	99	Steven Galvin	
4th	19	Freddie Smithers	John Smithers
5th	126	Andrew Wood	Jon Manners

## SYC SALCOMBE GIN REGATTA

1st	168	Will Henderson	Mandy Henderson
2nd	178	Paul Rayson	Julie Rayson
3rd	183	Phil King	John Sleep
4th	175	John Meadowcroft	Katy Meadowcroft
5th	170	John Burn	Tristan Stone

1st	92	Rob Henderson	Alice Markham
2nd	19	Russell Smithers	John Smithers
3rd	138	James Greenhill	Chris Cleaves
4th	15	Michael Knowles	Nicola Bass
5th	116	Toby Strauss	Josh Strauss



1st	123	Robin Piggott	Robert Smith
2nd	145	Emily Hoar	Gregor Hoar
3rd	126	Issy Wood	Andrew Wood
4th	188	James Le Coulliard	Christine Le Coulliard
5th	140	Steve King	Juliet Howard



1st	148	Mark Jephcott	Sarah Jephcott
2nd	84	Peter Andrews	Katie Cad
3rd	182	Martin Mills	Ollie Randall-May
4th	165	Miles Dalby	Mary Dalby
5th	14	Lindsay Walker	Ben White



## SALCOMBE TOWN REGATTA



1st	170	John Burn	Frankie Burn
2nd	179	Robin Hodges	Frances Gifford
3rd	183	Phil King	Selina and Alex King
4th	172	Mark Waterhouse	Graham Cranford Smith
5th	181	Martin Beck	Chris Laycock

1st	92	Will Henderson	Mandy Henderson
2nd	138	Paul Ellis	Stephen Page
3rd	15	Michael Knowles	Nicola Bass
4th	98	Dan Bridger	Gail Bridger
5th	17	Phil McGee	Ros McGee



## SYC WELSTEAD SEPTEMBER OPEN



1st	168	Will Henderson	Mandy Henderson
2nd	179	Robin Hodges	Fran Gifford
3rd	166	Andrew Squire	Shelia Squire
4th	170	John Burn	Tristan Stone
5th	172	Andy Davis	Graham Cranford Smith

1st	17	Mark Waterhouse	Phillip Magee
2nd	98	Dan Bridger	Tim Fells
3rd	150	Simon Dawes	Ross Borne
4th	138	Chris Cleaves	James Greenhill
5th	19	John Smithers	Tom Smithers

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