



SEAFLY NEWS

AUTUMN SPECIAL - SEPTEMBER 1979

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Boats for Sale

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wanted should be addressed to:-

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CHAMPIONSHIP REPORT by Alan Green

Seasalter S.C. hosted the 1979 Nationals from 19-24 August, and as one of the older participants in his 12th National, your reporter cannot remember a windier one - although we were mercifully spared rough sea conditions in the sheltered waters of the Swale estuary protected by the Isle of Sheppey from the prevailing westerlies. There must have been at least a dozen capsizes, which itself must constitute a Seafly record.

Twenty eight crews took part; the biggest entry was 9 from Blakeney, with 7 from Seasalter, 5 from Worthing, 4 from Highcliffe and one each from Chew Valley Lake, South Cerney and Fishers Green. The entries were rather down on previous years - a great disappointment to the host club which had put in a tremendous amount of effort and had all its boats out. Where were the rest of you?

All races were sailed over Olympic courses from committee boat starts, giving 2 to 2½ hours racing. Sunday's practice race was sailed in a light 1 - 2 westerly which shifted just before the start turning the beat into almost a close fetch. Erik Arthur and his sister Hannah from Blakeney, in their first Nationals, sailed C288 to victory - obviously intent on following in father's footsteps. David (Blackie) Black and Bill Rabbetts from Highcliffe in C451 'Manuel' were second with Roy Perryman and Peter Bailey from Blakeney in their new Flower boat C623 'Jupiter' were third.

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On Monday for the Sussex Salver a new 'star' appeared. Colin May's brand-new GRP boat of foam sandwich construction, C622 'Also Amazing' (of which more anon) was launched. Colin and his crew Peter Allam somehow found fewer holes in the force 1 - 2 wind and led for much of the race, which was shortened after the second beat. For once it paid to head out to sea into the tide, because that was where the wind, if any, was to be found. Jimmy Wren from South Cerney, crewed by Ivan James from Seasalter, in C363 'Jenny' was second at the windward mark, followed by Adrian Summers and M. Melanaphy from Highcliffe in C459 'Cherokee'. Adrian moved up to second at the wing mark and finally overtook Colin May on a close reach. So at the finish Adrian Summers was first, Erik Arthur second and Jimmy Wren third.

That was to be the end of the light weather sailing. Tuesday's race for the Lucas Cup was sailed in a force 4 from the north-west, containing holes and the odd gusts from unexpected directions - particularly at the wing mark in the mouth of the Swale. The start line had a strong port bias and it paid to stay inshore for the first beat. Your reporter can add little more since he went for a swim on the second reach and had to retire after receiving assistance from a safety boat which extricated his mast from the mud. The race was won by Roy Perryman, with Blackie second and Matthew Gray, crewed by his father Peter, from Chew Valley Lake in C523 'Kangabloo' in third place.

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For the Chairman's Cup on Wednesday the wind was force 4, gusting 5, from the west with a strong tide and a starboard biased starting line, which almost inevitably led to the only general recall of the week. Colin May had by now got C622 tuned to perfection and with his not so light crew clearly revelled in the stronger conditions. He led at the windward mark, followed by former National Champions Morris Arthur and Brian Cooper from Blakeney sailing C279 'Iceni', and Matthew Gray. The wind increased on the last lap and the final beat was hard work with short tacks to keep inshore as far as possible out of the tide. At the finish it was Colin May first, Morris Arthur second and Matthew Gray third.

Thursday's forecast for the Herbert Trophy was south-west 4 - 5, gusting 6, and it did just that, notwithstanding Radio Medway's optimistic 3 - 4. The first beat into the Swale with the tide under the boats was quickly accomplished and at the windward mark it was Morris Arthur, closely followed by Colin May and then Matthew Gray. The capsize started on the first reach and there were a number of retirements due to gear failure in the heavy conditions; a particularly nasty squall out of the Swale flattened the last few boats just before the end of the race, but they all got up and finished the course. Colin May was again the winner, with Morris Arthur second and Matthew Gray third.

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With Colin May on $5\frac{1}{2}$ points (after discard), Morris Arthur with 8, Matthew Gray 9 and Blackie 11, the Championship was still open for the City of Plymouth Cup on Friday. The forecast was again 5 - 6 from the north-west, with the promise of 3 - 4 during clear periods, and in fact that was what we got apart from one squall during the first reach which put several boats over. This time Matthew Gray led Colin May throughout the race, with Roy Perryman coming third. So Colin emerged as the new National Champion for the second time with $7\frac{1}{2}$ points to Matthew's $9\frac{3}{4}$.

Now a word about the two leading boats - both built in GRP, which has at last proved itself superior to wooden construction in the Nationals. Colin May, using the moulds purchased from Zygol (who still retain the copyright), has adopted the foam sandwich method of construction. He described this in detail at the AGM - rather too technical for me - doing away with the double skinned bottom of the standard GRP boat and producing a very light but stiff boat, which came out at 20 lbs. underweight enabling him to add more stiffening. He has overcome the problems of flexibility and water seeping between the skins which bedevilled the standard boats and clearly C622 behaved well in strong winds. He rigged a Procter E mast with Macnamara sails and a Musto spinnaker.

Peter Gray's boat, on the other hand, is a standard Zygol boat which he has worked on to improve its performance, and he carried a Needlespar mast with Macnamaras and a Mountifield. Great credit must go to Matthew and Peter, who normally sail inland, for showing all the rest of us sea sailors how it should be done in heavy weather, after coming third in 1978 in somewhat lighter conditions.

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It was I feel a great pity that Dick Flower was unable to attend the Nationals to demonstrate his new 'Graded Grains' against Colin May's boat. Both the new Flower boats from Blakeney were beaten by 'veterans' Morris Arthur and Brian Cooper sailing an old boat, C279, with a Boyce mast and Seahorse sails. Morris and Brian have been around since they first burst upon the Seafly scene with a win at Plymouth in 1971 and are so skilled and experienced that perhaps one should not let their success detract from the performance of newer boats.

Finally, Seasalter S.C. deserve our congratulations on the successful completion of their magnificent new clubhouse in which we were so comfortably entertained - vastly different from that old 'Black Hole'. With everyone either camping on the adjacent site or staying at the chalet camp just up the road, the excellent facilities of the new clubhouse were greatly appreciated. Thanks are also due to the devoted race officials and rescue crews who spent a cold and uncomfortable week afloat in what was supposed to be summer so that we could enjoy our sailing. The week was rounded off appropriately by nearly everyone attending the prizegiving and disco in Canterbury. The success of Seafly Week '79 was due in no small way to the efforts of Stan Walton - who even had the nerve to beat me - and the class will sorely miss his guiding hand as Class Chairman.

Blakeney won the Canberra Trophy for the best three boats by the narrowest of margins over Highcliffe.

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The overall prizewinners were:-

1st C. May & P. Allen, O632 'Alec Amzing', Highcliffe S.C.	7½"
2nd H. & F. Gray, C923 'Kingshine', Chew Valley Lake S.C.	9½"
3rd N. Arthur & B. Cooper, C279, 'Izoni', Bicknsey S.C.	13 "
4th D. Black & V. Roberts, O451 'Nessel', Highcliffe S.C.	19 "
5th J. Farlow & B. Richdson, O620 'Mischief Maker', Gossalter SC	24 "
6th R. Farryman & P. Bailey, O623 'Jupiter', Bicknsey S.C.	24½"
7th D. & C. Lovell, C932 'Tarentula', Bicknsey S.C.	25 "
8th E. & H. Arthur, C288, Bicknsey S.C.	27 "

AGM REPORT by Sam Cleat

The main business on this year's agenda was Colin May's new 'foam sandwich' boat. After a very detailed report by Colin, followed by questions, the meeting officially endorsed this method of construction.

Colin said that many of the ideas incorporated in the building had been tried and tested in Rondar boats like the 505 and Fireball. The boat had no difficulty in measuring and his father (Ted May) had been particularly strict on the rules. Colin reported that Arthur Edmonds, of Zygal Boats, who held the copyright, had said he would give the boat his 100 per cent backing.

Morris Arthur, who built and designed the ocean going Atlantic proa 'Pipedream' using the foam sandwich method, said he was very impressed with the boat. "I am convinced of its seaworthiness", he told the meeting.

Rules Revision

There was a long discussion on the proposed revision of the rules. Peter Gray (Chew Valley Lake) is to head a small sub-Committee which will submit a revised version in an effort to make them clearer. Peter said he was concerned not to see the Seafly becoming a 'dead class'. At the moment there was not a chance of the RYA approving the rules unless they were tidied up. Peter Scovell (Worthing) said the problem was that at the moment the rules were written around the drawings.

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David Black (Highcliffe) thought it best to tidy them up now before "we have aggravation" as had happened in other classes. "The Seafly class has always been a friendly class - let's keep it that way", he said.

Bill Rabbetts (Highcliffe) said he certainly had had problems understanding the rules as they stood at the moment. He thought drawings should be made available with the Rule Book and circulated to all fleet captains before the next AGM.

Open Meetings

The disappointing turn-out at open meetings was again raised. Morris Arthur said that it might be possible to "revitalise" interest by having a team race at an open to compete for the Canberra Trophy.

The retiring Chairman Stan Walton (Seasalter) suggested one major open meeting halfway through the season. The meeting agreed that a Bank Holiday would be the ideal time for such a meeting with a team race on the third day.

It was pointed out that attendance was down in all classes almost certainly because of the high cost of petrol and accommodation. Members were urged to offer accommodation to visitors who were prepared to travel as an incentive to enter. "It doesn't have to be four star - just a place to dump a sleeping bag", was one comment.

The general feeling was that members could not be forced to turn out. They would only enter if meetings were made attractive and enjoyable.

Despite the general falling off in attendances, entries had been quite high at some meetings and where clubs were prepared to put on meetings they should be publicised well in advance.

Allan Izzard (Fishers Green) suggested a meeting at an inland venue such as Graffham Water or Rutland Water to stimulate interest.

1980 Nationals

The 1980 Nationals are to be held in Plymouth. Laurie Lanham (Starcross) has once again offered his services in organising the championships. While happy about the venue members agreed that windward starts were essential.

(Since the AGM Vic Birtles had been in contact with Laurie who was now working on the organisation. It was hoped to be able to stage the championships in the week beginning Sunday, 3rd August, at the Corinthians Club. Formal application was being made and confirmation of the date and venue would be circulated to fleet captains.)

Stan and Tony

The meeting regretfully accepted the resignations of Chairman Stan Walton and Secretary/Treasurer Tony Gillingham. Proposing a vote of thanks Alan Green (Worthing) said they had both carried the burden of running the class on their shoulders for sometime.

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Stan said it had not been a particularly productive year for the class. The Seafly stand at the National Dinghy Exhibition at Picketts Lock had been "a complete disaster" with not one complete boat on display. He confessed to being a poor Chairman because of the demands on his time in helping with the building of the new clubhouse at Seasalter and in organising the championships. He had enjoyed his many years with the class and the committee and still remained a very class conscious person. He paid a special tribute to Pam Gillingham - "the power behind the throne" - in the help she had given husband Tony.

In his report Tony said seven boats had been registered during the year - five of them from Dick Flower. He hoped that the new GRP boat would do well now that the snags had been ironed out.

Officers and Committee

Vic Birtles (Blakeney) was elected Secretary/Treasurer, being the only nomination. He said he had offered to do the job in the absence of any other volunteers as he thought it time some of the "old hands" had a break. However, he felt strongly that it was time some of the longer serving members in the class volunteered. Many had got a lot of enjoyment out of the class and it was time they put something back into it.

A class Chairman will be elected at the next committee meeting at Worthing (7.00 p.m. Saturday, 22nd September, Worthing S.C.).
(Committee members please note).

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The following committee members were elected:-

Jimmy Wren (South Cerney), 4 Penbroke Green, Lea,
Nr. Malmesbury, Wiltshire.

Harry Venables (Bow Beach), Cedrus House, Dry Bank Road,
Tonbridge, Kent. Tonbridge 365630

Peter Gray (Chew Valley Lake), 130 Hampton Road, Redland,
Bristol. 0272-39631

Alan Mogg (Highcliffe), 12 Curzon Way, Highcliffe, Dorset.

Colin May (Highcliffe), 36 Fairfield, Christchurch, Dorset.
0202-482098

Morris Arthur (Blakeney), 16 Moorland Close, Horwich.
0603-49813

---ccCoo---

ANATOMY OF A CHAMPION.....

by Vic Birtles

What makes a champion? Well, apart from skill and plenty of practice, obviously a fast, well prepared, tested and tuned boat is a key factor.

Colin May certainly displayed his skill, but his victory was all the more remarkable in that he won in an untested prototype boat completed only hours before the start of the first race.

His 'foam sandwich' special took to the water for the first time on the Monday - with the bare minimum of fittings and controls.

The specification: Proctor E mast (the same section as a D but with stiffer walls); Proctor 2.6 boom; centre main strop; Macnamara main and jib (main, medium to full cut for heavy crew; jib medium cut); a massive 41 to 1 purchase kicker lever; a special Musto reaching spinnaker (cost £100!) horizontal cut panels; mast rake 18 ins.; spreaders angled backwards for pre-bend to flatten flow of sail at point of entry (boom approx. 12 ins. above quarter).

"We were very fast off the wind and with Peter Allum's excellent spinnaker handling we were always able to take full advantage of our weight (about 28 stone overall)," commented Colin.

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Colin also stressed the importance of a strong centre-board and rudder. (Several boats suffered damaged rudders through hitting underwater objects including Dave Black and Eric Arthur).

Colin's boat was fitted with a Rondar stock. The board and rudder were 25 mm. ply sheathed in GRP woven rovings. "We had that vital strength and despite the fact that we hit something three times the only damage to the rudder was a bent stainless steel retaining pin".

"I was absolutely delighted with the boat's performance. Despite the heavy weather there was no booming noise from the hull and it felt exceptionally stiff, especially in the floor area," said Colin.

He added that he hoped to be at the Worthing Open on 22nd/23rd September to "have a go" at last year's champion Roger Cooper.

Champion's Spinney: the spinnaker was double patched for quick downhall which also helps to prevent "bunching" in the chute. "We reckon to be able to get it down in three boat lengths on full plain," says Colin.

For the technical, the lay-up specification is as follows:-
Floor:- Gel, 1 oz. chopped strand mat, 8 oz. woven rovings, micro balloon, $\frac{1}{4}$ in. poly foam, more micro balloon, 1 oz. chopped strand.

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The foam floor extends up to the chine and to an area just above the forward buoyancy tank and side decks. Other areas strengthened with foam include mast step up to the washboards and strips up the topside of the hull and all vertical sides in the tanks.

The prototype boat was 20 lbs. underweight. In future boats the extra weight will be incorporated in stress areas and the floor.

Price for completed hull ready for fitting out: £670 plus VAT at 15 per cent. For further information please contact Colin May at :-

C.M. Marine,
36 Fairfield,
Christchurch,
Dorset.

Tel: Christchurch (0202) 482098.

THE GRAY WAY

(Close-up on Matthew and Peter Gray, runners-up in the Nationals)

Being the only boat in a Seafly fleet of one isn't the best preparation for the Nationals - or is it?

Fifteen-year-old Matthew crewed by father Peter certainly did not seem to suffer from lack of Seafly competition at their inland club on Chew Valley Lake near Bristol.

They do, however, sail all year round, and competition is always keen in a handicap fleet which consists mainly of 505s, 420s, Wayfarers, and Enterprises. The courses are tight and winds flukey on the sheltered lake one mile long and $\frac{1}{2}$ mile wide.

"We usually win the series over a season", says Peter who considers the Seafly handicap to be reasonably fair if the boat is sailed well. "We do much better in a Force 3 or over and not so well in light winds".

Despite their light weight the pair improved as the weather got rougher at Seasalter. "We certainly did much better than we expected," said Peter modestly. "We felt our true position should have been either fourth or fifth but several of the favourites who should have beaten us had bad luck with gear failure".

How does such a light combination cope with Force 5 and 6?

"Our technique is simple. Matthew pinches a bit and I hang out like hell".

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Matthew has been sailing since he was eight - first in an Optimist then in a Mirror. Immediately after Seasalter he went on a five-day course on advanced racing run by RYA racing coach Jim Saltonstall.

Despite criticism of the Zygal GRP boat Peter is well satisfied with his and is currently on his second Zygal hull. Previously he had a South Devon composite which he says he wasn't happy with - especially as it was 60 lb. overweight!

The boat is very standard. The mast and boom are Needlespar (mast section 30, and boom section 225 C1). The spreaders are fixed, giving a lot of top bend to the mast. The centre main track is almost always permanently fixed in the centre. The main and jib are by Macnamara and the spinnaker by Mountifield.

What about the often testy father and son relationship? Do they argue? "Of course, but when we are racing Matthew is the boss ...".

V.B.

PIPEDREAMS by Morris Arthur

For a few years now things have been a little conservative here on the East Coast. Every boat has had its full width main, stiffish mast and vintage hull. Reading an old Seafly handbook the other day made me go a little hot around the collar when I read the notes on dynamic tuning. Since then we have often sat around during the winter trying to devise some legal way of making the Seafly faster, without severe penalties to its handiness, safety or cost. Actually, I wouldn't be surprised if there were not some mathematical law governing boat development that would show handiness and safety to increase together while decreasing with cost and complexity. Speed is, however, another thing. Speed and safety often increase hand in hand. There is no doubt that a moderate genoa would increase speed significantly, with a really hard working crew the Seafly is very close to planing in flat estuary conditions when beating.

A keel stepped mast with a few control gadgets would also make her faster, although not to the same extent as a genoa. A bigger sail plan could also be carried to good effect. There is little doubt that the Seafly could set 160 plus square feet, and then she would see off the majority of International 14s afloat. The Seafly could be built lighter, again we could expect to fly like - well there is a most explicit although somewhat earthy local expression to describe extraordinary speed.

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The trapeze which is also very tempting would however probably be a mistake, yet once again it would be possible to terrorise quite a number of newer out and out racing machines. For amusement, I have drawn up a marks-out-of-ten score sheet reflecting ease of hotting up the Seafly.

1. Genoa (9)
2. Deck stepped mast (5)
3. General increase in sail area to 170 ft (3)
4. Weight reduction (6)
5. Trapeze (4)
6. Lower shrouds between goose neck and side decks to limit bend (5)

This is the kind of thing that has happened to most other classes. The changes have brought attendant publicity and an upsurge in class numbers at least for a short while. A question I would ask: what has happened to the happiness factor? Does a better performance involve anyone's happiness? Once again reference to more earthy subjects suggests that it does. A more careful consideration reveals that performance improvements are only pleasure bringing if the performance is exclusive to one's own case. It has often been observed that one person's pleasure is another's downfall - in the case of boats and certainly Seaflys in my own experience, the latter is true. If the Seafly's speed were increased by any of the methods I have mentioned then at least some of our present happy fleet would be made unhappy.

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Even the genoa would make our fleet less glamorous and require some of the beautiful ladies who presently enjoy sex equality to either develop bigger muscles or fat or both. Ten years ago at Blakeney we would have liked all the speed goodies. Now, as Brian Blogg approaches premature retirement we realise it would be unfair.

Perhaps the time has come for the Seafly to develop. If she does who will sail her?

---ooOoo---

STARCROSS OPEN

The Starcross Open saw Dave Black (451, Highcliffe) crewed by joint owner Bill Rabbetts win both races on the Sunday to take the honours in the two-day meeting (four races, three to count).

The results were:- 1. Dave Black; 2. John Maltby (408, Starcross); 3. John Lloyd (420, Starcross); joint 4. Colin Tucker (617, Starcross) and Les Warner (376, Starcross).

Ten boats were on the line on the Saturday with John Maltby shaking off a challenge from Les Warner crewed by his daughter Katherine. The wind dropped right away and the race developed into a tide cheating contest.

There was a fresh north west (Force 3) on the Sunday with 12 boats turning out. Les Warner held second position in the first race and local champion John Maltby occupied the number two spot in the second but neither could make any impression on Black who never dropped out of top gear.

EDITORIAL by Tailender

Another Nationals and soon the end of another season. Before boats and crews hibernate for the winter a few Seafly thoughts to ponder around the fireside or in the pub while the wife strips down the boat...

The season certainly started late after one of the longest and hardest winters in living memory. Many had only been afloat a dozen or so times before the Nationals. Attendance at open meetings was again poor although Blakeney mustered almost its entire fleet of 14 boats. At the other end of the country, almost as isolated, the Starcross meeting attracted 12 entries. Highcliffe also managed a dozen. But in nearly every case the best turn-out of visitors was TWO.... The cost of fuel and accommodation has certainly taken its toll. But you can't make people attend. They have to want to go, although I suspect if a few more ventured out they would do so again. Most clubs are prepared to find you a bed or a place to pitch a tent and extend a very warm welcome to travellers.

Even the biggest open of all, the Nationals, attracted only 29 boats. But those who did make the journey (nearly one third from Blakeney) enjoyed the racing and excellent Seasalter hospitality immensely - despite wind and rain. And the entertainment provided, especially for the children, was much appreciated. The hardy contingent of campers continues to grow year by year even if they do look a little rusty! I hope a suitable private site can be found at Plymouth so everyone can be together again!

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The long awaited GRP revolution seems to have got underway at last. Certainly a first and second gave the plastic boys a boost. Colin May's "foam sandwich" proved he's got the right "filling" and the Grays demonstrated convincingly that there is not much wrong with a Zygal boat a decent helm can't sort out. The other great debate is to bend or not to bend? The stiff rig advocates argue convincingly, but will it work for light weights? Perhaps even more to the point --- can you afford to change? Don't forget the Worthing Open on 22/23 September and reserve 3rd August 1980 for your holiday at Plymouth. Bring the Mrs, the kids, or mistress...

MEMBERSHIP RENEWALS

Many members have still not yet paid their 1979 class membership subscriptions which were due sometime ago. It's only £2 and we need the money to run your class. Please pay up by filling in the attached form.

T-SHIRTS

It is planned to get some more SAIL SEAFLY T-Shirts with colours which don't run and shirts that don't shrink. The price, we hope, will be around £2, possibly cheaper. If you are interested please drop me (Vic Birtles) a line or telephone. Sizes: small, medium and large.

THE BUILDERS

Both our builders, Dorset Dinghies and C.M. Marine, are offering complete boats, part completed ready for fitting out and kits for home completion in wood, composite or foam sandwich GRP.

Now is the perfect time to order whatever your choice so you can fit out during the winter and be ready to go at the start of a new season. Why not order a new boat now. There is always a ready market for second-hand boats.

Enquiries to:-

Dorset Dinghies,
Nea Close,
Highcliffe,
Christchurch,
Dorset.

Works tel: Ferndown (0202) 891854
After hours: 04252-77408

C.M. Marine,
36 Fairfield,
Christchurch,
Dorset.

Tel: 0202-482098.

LETTER SPOT

Tony Fielden, an ardent Seaflyer based up in Nottinghamshire who sails on Rutland Water, came up with the following suggestion for boosting the class:-

"I wish to suggest that a campaign to popularise the Seafly be set rolling on the basis that each association member should set out to gain one boat owner convert to the class this year. EACH ONE CONVERT ONE should be the motto! After all I have converted four in two years so I am up on schedule. How do I obtain the Seafly Association's backing and approval for such a scheme? With their approval I would be prepared to circularise each member. If given either a mailing list or addressed envelopes I would post them".

Thanks for your excellent and enterprising suggestion, Tony. I discovered your letter on file by accident. I hope you don't mind your scheme being given a public airing. I shall certainly put the idea to the committee. Ed.

FUNNIES

Eternal optimist at the Nationals : "We were !!! (expletive deleted) unlucky. We got a rotten start but were going like a train. If we hadn't had rudder trouble and then capsized in that massive squall we would definitely have been in the first half dozen"

---ooOoo---

Veteran Starcross helm Bill Beeson (No. 27), famous for smoking fags in a gale, ordered crew Jim Fricker to pull up the bailer. Unfortunately, Jim pulled it clean out of the bottom of the boat. Unperturbed by impending disaster, Bill calmly lit another fag. "Don't worry," he said. "I've got another in the car," and stuffed the bailer back in the gaping hole. "It won't make much difference anyway. The boat is $4\frac{1}{2}$ tons overweight already. It's like sailing a wet handkerchief ..."

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BOATS FOR SALE

1979 Champion's boat No. 622. Foam sandwich construction. Raced in this year's Nationals only. Offers to Colin May. Tel: Christchurch (0202) 482098.

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No. 37. 1968 wood built. Centre main, shroud levers, bailers, furling jib, Proctor mast, boom-up cover, chute, cert. Pronto road trailer. £650 o.n.o. Bill Orton. Hastings (0424) 752051.

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No. 48. Owned by Peter Cookson (Starcross). Contact Jim Fricker on Crediton (Devon) 4222 for details.

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No. 31. Old but sound. Ideal for beginner. £200. Contact Jim Fricker on Crediton 4222.

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WANTED. Brian Watts, of 98 Hatherleigh Road, Exeter, is looking for a secondhand boat. Tel: Exeter 72339.

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