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1995  
SEAFLY  
DINGHY  
CLASS  
ASSOC.



# *Seafly in the '90s*

NEWSLETTER



## CONTENTS OF NEWSLETTER

	Page
Editorial	3
Committee Matters	
SDCA Committee Members	2
Chairman's Corner	4
Secretary's Report	5/6
Treasurers Report	7
Article	
Given Enough Rope	8-10
Letter's	
New Starcross Fleet Captain	11
Fringe Benefits	12
Blakeney Sailing Club	12
+ Photo's from Blakeney	10
Is This The Oldest Seafly	13
1995 Membership List	14/15
Boat Mart	16

### DISCLAIMER

The views expressed in this Newsletter are those of the contributors and are not necessarily those of the Committee and in no way do these vary the Association or Class Rules

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## *Editorial*

After the influx two years ago and now the establishment of the new classes such as ISO, Buzz, Boss, Laser 4000 and RS400, the dust is beginning to settle and from it emerge a new era of dinghy classes. In our club at Highcliffe the Fireballs have gone and the ISO and Contender are flourishing.

The Seafly is still the largest class in the club, but the average of those racing is down to about 6, supplemented occasionally by with boats from Christchurch SC.

Hopefully, by the time the AGM at the Nationals is held we will have sorted out the 'Copyright' business and the Association will be able to appoint a new builder or builders. Then it will be up to the Association to advertise & develop the class. Hopefully we will have a new style all GRP Seafly at the next 'Sailboat' show.

Believe me, there is still a market for a Family Cruiser/Racer, 15' long and light enough for Mum & Dad (or even 12 year old son) to handle the boat easily on land and on the water. AS LONG AS THE PRICE IS RIGHT.

We must try and 'Engineer out' expensive items and produce an "off-the-shelf" racing boat and a lower spec cruising version, something like £4000 and £3000 respectively being the target price

THE FUTURE WILL SOON BE IN OUR HANDS

Mike Robinson

### NEWSLETTER PUBLISHING DATES

	Info In Date	Publishing Date
Mini Copy	1st July 1995	1st Aug 1995
Mini Copy	1st October	1st Nov 1995
Bumper Copy	1st Jan 1996	1st Feb 1996
Mini Copy	1st April 1996	1st May 1996

Cover Picture of C640 Frank Bassett and crew, sailing at  
Blakeney Sailing Club



## Chairman's Corner

### SEAFLYING

Here we are coming up to the middle of our sailing season and I trust that you are all getting out on the water whether you be racing or just enjoying your Seafly with family and friends.

Separately in this issue are the details of the Open Meetings and the Nationals in August. We do need 25 boats at Highcliffe Sailing Club to make a really viable event. If you haven't been for a couple of years, or perhaps have yet to sail a Nationals, please make a special effort to join us - it should be a good week with the OK Class.

We aim to lay on a schedule of events for our members, if these are not supported, then perhaps we are providing the wrong events or there is no longer any support for the Open

Meetings. My guess is that attendance at Seasalter and Worthing will prove the point either way!

### NEW SEAFLY

Things are progressing on the development front and we expect to have a progress report for the AGM at Highcliffe in August

I look forward to meeting up with you during the season at either Open Meetings or at Highcliffe in August

Paul Taylor C652

## FOR SALE

### SEAFLY 644 "HOWABOUT"

GRP hull, wooden decks & foils, Bob Hoare built and maintained  
EXCELLENT CONDITION

Holmespar rig, Ullman & Banks sails, Harken fittings,  
Rig tension Muscle boxes - All Mod Cons  
Marco combi-trailer and spare wheel,  
New Banks boat cover

**READY TO RACE**

£1900 ONO

Tel: Brian Howe 01622 759685



## Secretary's Report

### 1. SEAFLY EVENTS

3/4 June	Starcross YC Open Meeting	4 races, 3 to count
10/11 June	Highcliffe SC Mono-Hull Open	4 races, 3 to count
		Starts: Sat 1200
		Sun 1000
17/18 June	Blakeney SC Open Meeting	Starts: Sat 0930
		Sun 1000
22/23 July	Worthing YC Open Meeting	3 races, 2 to count
		Starts: Sat 1500
		Sun 1100
13-18 Aug	National Championships, Highcliffe SC	Practice Race
		5 Championship races
9/10 Sept	Seasalter SC Open Meeting	3 races, 2 to count
		Starts: Sat 1300

### 2. NATIONAL CHAMPIONSHIPS (13-18 August 1995)

Arrangements are well in hand for the 1995 National Championships at Highcliffe SC, a club with a large Seafly fleet and an excellent record of running Seafly Week for many years.

launching is easy into Christchurch Harbour and boats can be either sailed or walked through the short channel to the open sea, where racing takes place out in Christchurch Bay.

The club has excellent facilities and offers a warm welcome to sailors and their families. There is ample boat parking but cars have to be paid for in the adjacent public car park. There is plenty of accommodation in the area but it gets booked up in the holiday season, so apply early.

We are sharing the week with the OK

Class. There will be the usual Practice Race on the Sunday, starting not before 1330 hrs; and five daily championship races starting at 1100 hrs each day, with four results to count for overall points. There are trophies for each race, a Championship Cup and amazing Crew Trophy for the first boat overall, a veterans Trophy, First lady and the Brian Howe Challenge Cup for the best young helmsman, a new trophy presented last year and won by Joost Taylor.

Highcliffe SC require a minimum fee of £1500 to host the championships and assuming an entry of at least 20 boats the entry fee is £75. Should numbers exceed 25 the Association will consider making a partial refund of the entry fee. If however entries fall below 20, the Association has to make up the deficit,

(Continued on page 6)



## Secretary's Report

(Continued from page 5)

so members are urged to enter if possible. We need a good turnout.

**Social events at the clubhouse** will include:-

Monday	Commodore's Reception
Wednesday	Barbecue
Thursday	Seafly AGM
Friday	Prizegiving & Buffet

### 4. NATIONAL DINGHY SHOW

#### Sailboat '95 (4-5 March 1995)

The new venue at Alexandra Palace proved to be a great success, apart from some parking and catering problems which the RYA and the management have promised to rectify next year.

With all exhibits and trade stands under the same roof it was easy to visit every part of the exhibition and ticket sales were 40% up, which must be a good thing if more people are attracted to the show.

The Seafly stand was in a good position and had Roy Johnston's C650 on display, which attracted quite a lot of attention. The exhibition provides our best chance to show off the Seafly and it was good to be there.

### 4. FUTURE OF THE SEAFLY

A committee meeting held at Sailboat recognised that it was necessary to clarify the question of ownership of the copyright of the Seafly drawings before another builder can be appointed.

Accordingly Colin May has been asked to substantiate his claim to the copyright with documentary or other evidence that he owns it. We await his response.

### 5. SUBSCRIPTIONS

1995 subscriptions were due on 1st January and if you haven't yet sent yours to the Treasurer please do so NOW. The rates are £10 for full members and £5 for associates; Life Membership is available for £100 and well worth considering. Tim Hoyle's address is 26 Elphinstone Road, Highcliffe, Christchurch, Dorset, BH23 5ll.

### 6. NEW MEMBERS

Welcome to the following new members:-

Peter Lawson	C405 Blakeney SC
Brian Ball	C499 Errwood SC
Roy Jackson	C287 -
Simon Robinson	C470 Highcliffe

### 7. FOR SALE

Seafly Handbook (1995 edition) £1.50  
Car Stickers ] £1.00  
Both available from me; cheques payable to the Seafly Dinghy Class Association.

Good Sailing

Alan Green



## Treasurers Report

### LIFE MEMBERSHIP

At the 1994 AGM held at Seasalter Sailing Club it was agreed to allow members to pay one large sum (only £100) to become Life Members of the Seafly Dinghy Class Association, that means no more fees!!! No need to worry about sending the cheque off to me.

The idea behind this it to enable the Association to be able to :

- One, buy the copyright and drawings for the Seafly
- Two, to build/repair the hull mould and build a deck mould
- Three, to set up the production of an all GRP Seafly , that will be competitive with present Seaflyies

If you have already sent your £10 fee for this years subscription then don't worry you have not missed out ! Just send me another £90 and Life Membership is yours.

We only need about 15% of the membership to take this up and we will have doubled the amount in the kitty.

### THE FUTURE OF THE SEAFLY IS IN YOUR HANDS

Tim Hoyle, Treasurer

### SEAFLY DINGHY CLASS ASSOCIATION NOTICE OF 1995 ANNUAL GENERAL MEETING

The Annual General meeting of the Seafly Dinghy Class Association will be held as usual during the National Championships on Thursday, 17th August 1995, at 1600 hrs or one hour after racing finishes,

at Highcliffe Sailing Club, Mudeford Quay, Christchurch, Dorset.

Nominations for Committee Members and Resolutions for consideration at the Annual General Meeting must be received by the Secretary at least 28 days before the date of the Meeting, under Rule 8 of the Constitution. Therefore they must reach the Secretary: Alan Green, "South Cones", 10 Higher Warren Road, Kingsbridge, Devon, TQ7 1LG, not later than 20 July, 1995, otherwise they



## ARTICLE Given enough rope..

### Technical help from MARLOW ROPES

Rope is essential to the sailor. To look at the cats cradle of the modern racing dinghy you could be forgiven for thinking that there was a love affair here which has gone too far, but whatever level you sail at it is worth knowing something about this wondrous material.

Ropes are made from fibre. In the old days natural fibre - Hemp, sisal, manilla, coconut fibre, cotton etc. - these days synthetic fibre. The fibres are spun into yarns are twisted to form a strand and the strands are then made into rope.

The construction of a rope and the quality of the fibres can enormously effect its properties. The properties of a rope which can affect choice are:-

Breaking Strength, size density (will it float), stretch, abrasion resistance, non recoverable stretch, creep, flex-fatigue, tension, tension fatigue, price.

#### SIZE

Rope is described by its diameter, usually in mm (the UK imperial measure was the circumference whilst in the USA they have always used the diameter).

Table of comparative sizes for dinghies:

3mm	1/8"	
4mm		Thin halyards & tails
6mm	1/4"	Halyards
8mm		Thin jib, thick spinnaker
10mm	3/8"	Jib sheets

#### CONSTRUCTION

In the traditional rope the strands are

laid up to form a right hand or hawser laid rope. These are not particularly chafe resistant, since once one strand breaks it tends to unravel quickly.

In the modern world plaiting or braiding is being used more and more, this has a much better resistance to chafe. Braided rope also has a neutral lay which means that it can be coiled in either direction without forming kinks. However, it does tend to resist coiling and is perhaps best stored by laying in a container such as a bucket.

There are many forms of braided rope these days there is a tendency to use composite construction with a core of fibres (plaited laid or bunched) inside an outer layer. This has the advantage of reducing of reducing stretch but can be a real problem where the outer cover can creep, as in jib sheets or where the outer cover is subject to particularly hard wear.

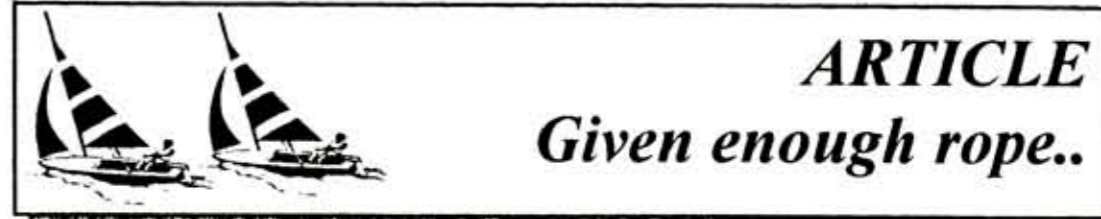
Pre-stretching is an option which will reduce stretch, particularly for laid ropes.

#### MATERIALS

##### Natural Fibres

It is virtually impossible to obtain ropes made of natural fibres these days, without going to a specialist supplier.

**Cotton**- pure white and soft when dry but becomes hard and intractable when wet, readily attacked by



## ARTICLE Given enough rope..

mildew.

**Coconut fibres**- bass or coir very light and cheap, does not become as slimy as other ropes when submerged for long periods, only one quarter the strength of sisal.

**Hemp**- strongest and with least stretch of the natural fibres, loses 20% of strength when saturated.

**Sisal**- swells readily when wet. White sisal replaced manilla but is not as strong or pleasant to handle.

##### Synthetic Fibres

**Polyester** (Terylene, Dacron etc) - a low stretch and high strength fibre which has excellent abrasion resistance and retains its properties whether wet or dry. Easily died. Good Flex-fatigue and tension-tension fatigue and ultra-violet resistance.

**Polyamide (Nylon)**- A high stretch fibre (can stretch by 40% before breaking) it can also lose up to 15% of its strength when wet. Good resistance to repeated loading, good flex fatigue, good tension-tension fatigue. Resistance to abrasion is good but not as good as polyester, relatively poor UV resistance.

**Polypropylene**- a low density fibre which floats, low melting point and poor ultra-violet resistance. Relatively poor properties when compared with nylon or polyester. Much depends on how the fibre is produced, as a monofilament it is one of the most slippery and cheapest of ropes. As a multifilament it has a

high co-efficient of friction and is easy to hold on to making it ideal for mainsheets.

**High modulus Polyethylene (HMPE)** (**Dyneema**, made by DSM in Holland and **Spectra** made by Allied in the USA). Very strong and low in stretch. Weight for weight ten times stronger than steel. Excellent abrasion resistance, flex-fatigue and tension-tension fatigue and excellent ultra-violet resistance. It floats and has a low melting point HMPE will creep under prolonged exposure to high loads.

**Aramid** (Kevlar made by Dupont)- strong and low in stretch but have poor ultra-violet, abrasion resistance and flex-fatigue, with the fibres suffering from internal abrasion. They have excellent tension-tension fatigue and high melting point.

**Liquid Crystal Polymers**- (Vectran from Hoechst Celanese USA) first seen in the sails of America Cup yachts during 1993 it is very strong, low stretch and does not creep. Its flex fatigue performance is better than aramid but not as good as HMPE



# ARTICLE

## Given enough rope.

### Typical Uses

**Nylon**- is often put forward as the ideal material for anchor lines due to the fact it sinks and its stretch can absorb shock loading. However, the stretchiness can mean that it is difficult to tell if the anchor has bitten and to break out the anchor. If a nylon line under stress snaps it tends to spring back violently.

**Polyester** - multi plait is most commonly used for sheets and control lines where bright colours can make for easy identification. In dinghies handling requirements usually decide the size of rope to be used but on larger boats lower stretch materials may be required. tapered sheets are now produced in two versions, one where the rope is machine tapered and another where the rope is bought the required length and the surplus cover removed. On spinnaker guys where rope stretch could cause the spinnaker pole to damage the headstay system Spectra/Dyneema may be used. As control

blocks get smaller it is also being used increasingly for control lines.

Laser sailors started a trend of using polypropylene sheets because of the low weight and zero water absorption.

**HMPE (Spectra/Dyneema)** gives the best performance in terms of strength to weight when you are trying to save weight aloft so are good for halyards. Aramid's poor flex-fatigue performance has made this material unpopular although it should provide a slightly better performance. Rope halyards can easily be end for ended to extend life and are certainly easier on the hands than wire.

**Polyester and Nylon** are probably the best materials for moorings lines. Do not use old Aramid rope as after a while you will find that you are relying on the Polyester outer cover, the inner core having destroyed itself.



Seafly C 388 - Mac Hambling and Bill Doors



## Letter's

### New StarcrossYC Fleet Captain

Dear Mike,  
Please note that I am the Captain of the above fleet for this year having taken over from Charlie Sandys.  
Unfortunately I don't have any contribution for your Newsletter at present as we have only had 2 - 3 Seaffies out this winter.  
There are half a dozen more threatening to come out shortly, hopefully before our Open Meeting on the 3/4 June  
Yours  
C575 Richard Glanville

you have taken on the post of Fleet Captain, I don't envy your task of trying to get some of your fleet to travel to the Nationals this year, but please please try and encourage them as we are desperate for numbers. There will be a warm welcome for anyone who dose come. Ask Sue Turner the one and only Starcross member at the Nationals last year. If you require any help such as road trailers or accommodation, please do not hesitate to ring myself or Rob York.  
Mike Robinson

Editors Comments  
Thanks for writing and letting us know



Seaffiers enjoying a relaxing time on a balmy evening.  
SEAFly Nationals 1994 at Seasalter,



## Letter's

### Fringe Benefits

With memories of the excellent dinghy show still fresh in my mind and the new season about to begin, I would like to put forward a few thoughts from one of the many ardent Seafly fans out here on the fringe.

Having had the opportunity to view for the first time a race prepared Seafly at sailboat 95 it brings home to me where it could be considered a disadvantage to sail only for recreational purposes.

Whilst accepting that boat tuning and preparation can only take you so far, and in the end the Helm and Crew are the key, it would I feel produce some benefits for the uninitiated, if some of you 'Racing Types' (Highcliffe and Starcross) could find time to respond to the request from Mike Robinson for contributions on boat tuning, maintenance, and gear. (I have recently read an information booklet from the Solo Association) and I would suggest this as a possible model.

This approach will help to both maintain and enhance interest in our class. I would also like to explore the possibility of visiting Highcliffe sailing Club during the season, not necessarily with my own boat but just to have the opportunity to sail in a racing environment as crew. I would be prepared to reciprocate for anyone who wanted to visit Ullswater.

It took some effort from me to get up at 4 am after an alcohol free (well almost) dinner party to drive 320 miles to Alexandra Place, but it was worth it. Alan Green, Mike Robinson and team should be congratulated for an excellent job on the Seafly Stand. The show was a major improvement on Crystal Palace, the mixture of Corporate interests and Class Associations blended together very well and for anyone who sails a dinghy and didn't make it they missed a real treat.

Jeff Smith Tel: 017687 74108

### BLAKENEY SAILING CLUB

Dear Mike,

The first race of our Open Meeting is on Saturday June 17 at 09:30. We hope to have TWO races each day as the tides are favourable.

Seaflys turned out well last year - we had 4-5 on several races. A total 84 different boats raced over the season and Seaflys were third in numbers after Wayfarers and Lasers.

You may be interested to see the good coverage we get in the Club Handbook. We think Roy Perryman should be Fleet Captain - I haven't asked him but I'm sure he would stand.

Good sailing in 1995 - we hope to see Paul and perhaps Mike - they always like making the long haul to Blakeney !!



## Letters

### IS THIS THE OLDEST SEAFLY ?

Terry Wetherilt of Llangorse Sailing Club has sent these pictures of Seafly C3 - Hi-Fly. Does anybody no of an older Seafly or one below 100, if so send a picture of it to the Editor and we could bring out a special colour edition of "Oldies".





## 1995 Membership List

NAME	Boat No	BOAT NAME	Type Mem	Club
Keith Anderson	156		full	Carsington SC
Mark Appleby	654		full	Crawley Mariners
Mike Appleby	654		full	Crawley Mariners
Frank Bassett	620	Sea Hound	full	Blakeney SC
Ken Bartlett	647		full	Starcross YC
Rory Barnes	492	Mantis	full	Christchurch SC
Ewan Barnes	648		full	Christchurch SC
Peter Banfield	31	Mischief 3	full	Havering SA
Mike Bethell	47	Swift	full	Dinghy Cruising
Bill Beeson	643	Clappers	full	Starcross YC
Alan Brook	648		full	Starcross YC
Dereck Brant	159	San Michelle	full	RNSA
Ken Buck	399		full	
Stephen Cammell	503	Flycatcher	full	Pingewood SC
Ron Cockwell	646	Foiled	full	Highcliffe SC
David Cotgrove	506	Knights Mischief	full	Starcross YC
Graeme Curtis	335	One Good Turn	full	Norfolk Schools SA
Phil Edmett	176			
Stephen Eley	400	Nell	full	Highcliffe SC
Richard Ellis	483	Optimist	full	Highcliffe SC
Robert Evans	509	Mr Shifter	full	Rutland Water SC
David Farr	38	Spirit of Adventure	full	Lee-on-Solent
John Foskett	69	Goldcrest	full	Highcliffe SC
Peter Fullager			Assoc	Canberra YC
				Australia
Richard Garry			Assoc	Starcross YC
SC Garry	229		full	Eire
Richard Glenville	575	Folia Deux	full	Starcross YC
Barry Graham	277	Vala	full	?
Barry Goodwins	410	Opus 1	full	South Woodhams
				Ferrers
Simon Greenslade	523		full	Starcross YC
Peter Gray			Assoc	Chew Valley Lake
Alan Green			full	Starcross YC
Peter Guinan	443	Soopa Doopa	full	Llanorse SC
Mike Hartnell	441		full	Worthing YC
Mac Hambling	388	Extra Time	full	Blakeney SC
Andrew Hayes			Assoc	Starcross YC
Robin Herford			full	
David Houghton	433	Charlie Brown	full	Augmering on Sea
				One Design Club
Julian Hoyles	144	Woodle	full	Hoveringham SC
Tim Hoyle	649	Blue Adder	full	Highcliffe SC
Brian Howe	644	Howabout	full	Highcliffe SC
David Hughes	638	Mercury	full	Highcliffe SC
Alan Izzard	231	Chloe Too	full	Fishers Green SC
Philip Jones	419	Dunelm	full	Bowmer SC
T.W. Kingsley Singer	482	NoSoSlo	full	Newcastle YC
				(Co Down)
Rev Richard A. King	384		full	Dittisham SC
Laurie Lanham			Assoc	Starcross YC
Carol Lanham	430	Whisper	full	Starcross YC
Kay Leigh			Assoc	Worthing YC
Rosa LeGood	639	Waterloo	full	Starcross YC

## 1995 Membership List

NAME	Boat No	BOAT NAME	Type Mem	Club
Tim Le Good	639		full	Starcross YC
John Lloyd	420		full	Starcross YC
Kate Longworth	?		full	Glenriding SS
Tony Longworth	various		full	Glenriding SS
Robert Lyle	51		full	
Colin May			full	Highcliffe SC
Ian Mansfield	642	The Admiral	full	Highcliffe SC
T.R.N. Main	634	Nimbus	full	Severn SC
Ian Mc Carroll	172	RR'd	full	Thornton Steward SC
Duncan McFaydon	633		full	Starcross YC
John McPherson	636	Resolution	full	Highcliffe SC
Mike Miskelly	C243		full	
Steven Mussell	645	Just Amazing	full	Highcliffe SC
Andy Norman	95	Aces Wild	full	Worthing YC
Rob Odling	198	Firebird	full	Highcliffe SC
Robin Pagett	337	Red Arrow	full	Glenriding SS
Roy Perryman	623	Jupiter	full	Blakeney SC
Ivan Phillips			full	Highcliffe SC
W.J. Prescott			Assoc	
J. Readings	179	Ibis	full	South Cerney SC
Chris Roythorn	493	Cquel	full	Great Moor SC
Judith Roythorn	493	Cquel	full	Great Moor SC
Anne Robb	188	Sea Swallow	full	Newcastle YC
John Rowe	627		full	Starcross YC
Brian Robinson	96	Pegasus	full	Worthing YC
Mike Robinson	470	Revival	full	Highcliffe SC
Simon Robinson	470	Revival	full	Highcliffe SC
Eric Sales			full	Seasalter SC
Charlie Sandys			Assoc	
David Shaw	329	Susan	full	Starcross YC
Jeffrey Smith	161	Southern Spirit	full	Bassenthwaite SC
Sam Stoyle	635	Redstart	full	Highcliffe SC
Ian Stockdale	378	Puzzle	full	Highcliffe SC
Adrian Summers	624	Sioux	full	Highcliffe SC
Wallace Symmonds	480	Jack	full	Cotswold SC
David Tarrant	339	Elizabeth Jane	full	South Cerney SC
Paul Taylor	652	Summers Day	full	Highcliffe SC
John & Joost Taylor	392	C Me Fly	full	Crawley Mariners
R.G. & D Thompson	653	Kittiwake	full	Blakeney SC
Barry Thomas	640	Karamel Too	full	Highcliffe SC
F. Turner	320	Sea Scamp	full	Woodlands Park
Colin Tucker	617	Avocet	full	Starcross YC
M H Waite	15	Fly by Night	full	Sussex YC
Terry Wetherilt	3	Hi-Fly	full	Llangorse SC
D.A. Whittles			full	Keyhaven SC
Mike Winfield	651	Merganser	full	Beaver SC
Andy Woolner	647		full	Starcross YC
Rob York	477	Racing Snake	full	Highcliffe SC
R A Jackson	?		full	Starcross YC
B Ball	?		full	?
B L Lulham	-		full	?

Total of 110 members



## Boat Mart

The following boats have been notified as being for sale. Some of them may already have been sold. If so please let the Secretary know: Tel 01548 852972

\* denotes advertised in Yachts & Yachting

Sail No	Built	Details	Registered	Price
C 69	1963	Wood, 2 masts, 2 suits sails, Good cond. No trailer. John Foskett, Highcliffe 01425 277695	Yes	£695
C 98	1964	Wood, Proctor mast, new boom, trolley, 2 mainsails, 2 spinnakers, 1 jib, all a little old, new cover. Neil Cuthill Tel: 01305 265726	Yes	£300 ono
C 179	1965	Wood, by Moores, Proctor spars, 3 mainsails, 3 jibs, 2 spinnakers, trailer, trolley. Good condition. J Readings. Cheltenham 01242 244218	Yes	£500 ono
C 279	1967	Wood, 2 suits sails (Seahorse, Lucas), trolley, cover, re-decked. Excellent order. F Basset, Loughborough 01509 890756	Yes	£600
C 328*	1970	GRP. Tel 01759 368608 (Yorkshire)	No	£295
C 428*	1973	GRP. Tel 01759 368608 (Yorkshire)	No	£395
C 396*	1972	Wood, reasonable condition, combi- trailer. Bedford Tel: 01234 720029 or work 233200	No	£545
C 443	1973	GRP hull, wood deck, good condition, good sails, trailer, trolley. P Guinan Brecon Tel: 01874 658396	No	£600
C 499*	1976	GRP, trailer, trolley, cover, various sails. Torquay Tel: 01803 293078	Yes	£500
C 509	1977	GRP (Zygal), good condition, Proctor spars, Seahorse main, 2 jibs, spinnaker, trailer, trolley, 2 covers. R Evans, Belton in Rutland Tel: 01572 717394	Yes	£650 ono