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1995
SEAFLY
DINGHY
CLASS
ASSOC.



Seafly in the '90s

NEWSLETTER



FORTHCOMING EVENTS

For your diary

3/4	June	Starcross YC	Open Meeting
10/11	June	Highcliffe SC -	Mono-Hull Open Meeting
17/18	June	Blakeney SC -	Open Meeting
22/23	July	Worthing YC -	Open Meeting
13-18	Aug	Highcliffe SC -	Seafly National Championships
9/10	Sept	Seasalter SC -	Open Meeting
1	Oct	Burghfield SC	Inland Championships

Clubs, can you please notify the Editor of start time of the first race by copy date of the next issue of the Newsletter.

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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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Dave Tarrant
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Editorial

As we approach a new season, the future of the Seafly looks anything but certain. Many other small classes are hanging in by their teeth, reluctant to let go to the pressures of modern boats, backed by big money and well established companies. The effort needed to keep a class afloat, so-to-speak, is very time consuming in marketing, publicising and administering. More help is required generally and YOUR ideas, reports, suggestions and anything about boating is desperately needed. Thankyou, for all those who have contributed so far. Looking back it tends to be those people who are on the fringe of the Association who do all the letter writing not, surprisingly those who are most active racing. Maybe you think I know about everything that is going on, well I DON'T.....

So, you RACING TYPES how about putting pen to paper and let others know about Tuning, Boat Maintenance, Gadgets you have designed and WORK, Cruising trips you have made, Memorable races you have participated in, anything that may be of interest to other Seafliers.

Sorry about the delay in publishing this newsletter, I am trying to get to grips with a new software package called 'Publisher'. I am sure that in the future newsletters will be much quicker to compile and edit, but this one seems to be taking an age.

Mike Robinson

NEWSLETTER PUBLISHING DATES

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



Chairman's Corner

A NEW SEASON

Its nearly time to dust off our pride and joys and think about sailing again. So your first responsibility is to put the Seafly sailing programme in your diary. We have a new venue for our Inland Championship meeting at Burghfield Sailing Club in Berkshire, ideally located just by the M4. Details elsewhere in this issue. On the competitions front, has many of you know that there is a trophy for the best overall results at all our Open Meetings (excluding the Nationals), Rory Barnes was the 1994 winner of the Dolphin Trophy, with myself in 2nd place and Mike Hartnell in 3rd - all three are seasoned travellers. We need our Open Meeting circuit to keep the Class alive and featured in the Yachting press, so please support the 'Opens' and we will keep you up-to-date with the results and Dolphin Trophy positions.

CLASS FORUM

I recently attended RYA Class Forum, it was interesting to hear views from other classes as to their unique appeal to prospective sailors. The small classes will survive as long people sail in those classes. We are very small and have a local appeal in the Christchurch and Exeter areas predominantly and North Norfolk. The Lake District have a number but they are only used for recreational sailing not racing. We cannot compete broadly with the newer manufacturers classes, their customers are different anyway. In Christchurch, people have changed and are now sailing Seaflys. We can encourage people into our class on that basis by working with Seafly Clubs to

promote the class through "Try-a-boat" weekend Seaflys available as well as boats for sale. If prospective sailors want our sort of boat then let's make it easy for them.

OUTSIDE EVENTS

We have an excellent record in mixed class sea events. The Lymington Charity Pursuit was well supported by Seaflys, and they did very well gaining 1st, 2nd & 6th. Are there others in our location where we can take our boats and be seen? Just one or two more boats regularly sailed at our clubs will keep our class active.

95 NATIONALS

The entry fee for this years National Championships has yet to be agreed. In order to ensure that we do not suffer a loss of funds, we have to set the fee accordingly. WE really do need a minimum of 25/30 boats to keep the entry fee down. To keep our class vibrant, please, please support the Nationals!!!!

Looking ahead, we hope to forge an alliance with the Kestrel Class Association to hold joint open meetings/nationals. More news in the next issue.

Personally I am looking forward to our 1995 season, particularly sailing with other Seaflys after a winter season of lake sailing against Phantoms and Merlin Rockets. I only seem to get a good result when it really blows!

Paul Taylor C652



Secretary's Report

1. NEW YEAR SEASON

A very Happy New Year to all members and may your sailing in 1995 be all that you would wish it to be. If you have not entered the National Championships before, why not resolve to come along this year; you do not have to be an expert.

2. NATIONAL CHAMPIONSHIPS (13-18 August 1995)

After an interval of four years the Nationals will be at Highcliffe SC at Mudeford Quay again in 1995. Launching into Christchurch Harbour is very easy and boats can be either sailed or walked through the short channel to the sea, where racing takes place out in Christchurch Bay, probably one of the best sailing waters on the South Coast.

The club has excellent facilities and offers a warm welcome to sailors and families alike. 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, although it gets booked up in the holiday season so apply early.

The club requires a fixed fee of £1500 to host the championships. Assuming an entry of 20 boats the entry fee has been set at £75; if however there are more boats the Association will consider either making a refund or paying part of a social event, such as

the prizegiving buffet. Since Highcliffe has a large fleet it is very likely that the entry will be in the region of 25 boats or more.

4. NATIONAL DINGHY SHOW

Sailboat '95 (4-5 March 1995)

As most members will by now be aware, Sailboat moves to its new venue at Alexandra Palace in North London this year. This promises to be a great improvement on the Crystal Palace. All classes, clubs and trade stands will be intermixed under one roof. We are in Block 3 in a group of eight stands, five of which are dinghy classes, and opposite the 18 Foot Skiffs, which will draw a lot of attention.

Alexandra Palace is only 20 minutes from the M1/M25 junction and is within easy reach of Piccadilly Line and British Rail stations. The show is open from 10am to 6pm on Saturday and 10am to 5pm on Sunday. Admission prices are the same as last year!!.... Adults £6, Children under 16 £1.50. Car parking is free.

At the time of writing this in early January, I cannot say who will be organising the stand but whoever it is will appreciate some help to man the stand for an hour or so on either day. I expect that there will be free passes for helpers.



Secretary's Report

5. J. H. Foils

In the last Newsletter there was an advertisement by J. H. Foils offering carbon fibre centre-boards. These are not permitted under our Rules of Measurement & Construction - Rules 9.1 and 23.3. This has been pointed out to the advertiser.

6. SEAFly HANDBOOK

The Handbook has been reprinted and the 1995 edition contains the changes to the Constitution concerning membership passed at the last AGM. Copies are available from me for cheque payable to the Seafly Association for £1.50, including postage. Seafly car stickers also available at £1 each.

7. SECOND-HAND BOATS

You will see from the list published

elsewhere that we are very short of boats to offer prospective new members. We must have a larger range if we are to attract new members to keep our numbers up. Please have a look at your club notice-boards and let me know of any boats for sale, particularly in GRP.

8. ANNUAL SUBSCRIPTIONS

Subscriptions were due for renewal for 1995 on 1st January. The annual fee is still a very modest £10 and we need your support to keep the Class alive. Alternatively, why not consider Life Membership now available for £100? Please send you cheque - NOW BEFORE YOU FORGET - to the Treasurer, using the form enclosed with this Newsletter.

Alan Green

JH Foils

After ten years making Top Class Foils for Ronda Boats, I decided to go it alone, producing High Performance Fast Foils.

My sole aim will be to provide a fast and efficient service throughout the country.

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Treasurers Report

LIFE MEMBERSHIP

At the 1994 AGM held at Seasalter Sailing Club I proposed that a Life Membership alternative should be available to those who wanted to make a long lasting contribution to the Association.

The benefit to the Association is that it will bring in some immediate funds which will contribute to our efforts to fund new moulds when we have found a new Builder.

The proposal was agreed with a life membership fee of £100 approved. This becomes available from the next renewal (1st January 1995) and represents a

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ARTICLE

VISIT TO ULLSWATER

Last year, on what was supposed-to-be a trip up to Scotland to see my sister and husband and sail in their 26' yacht on the Murray Firth, ended up as five days in the Lakes and the rest of the time with my Val's ailing parents. Sadly, Val had to stay with them and they both died within two weeks of our visit.

The Lakes and Ullswater in particular are only a short distance from a very good Motorway system, whether you are coming from the South, North or East it is very quick and easy to get to.

The attraction at Ullswater was the Glenridding Sailing School run by Tony and Kate Longworth. Having talked to them many times on the phone about visiting, we decided this was the ideal opportunity. Being very near to Yorkshire and Val's parents.

I think Ullswater is one of the best lakes in the Lake District as well as being the second largest. Windermere is the largest but, I believe it has something like 20,000 boats on the eight mile lake. With no speed limit on most of the lake it is a sailor's night-mare with smelly motor boats whizzing by continually. There is a 10mph speed limit on Ullswater so there are no skiers or speed-boats. The main road goes down one side of the lake only, leaving the other side free of traffic and people, apart from walkers and boaters, ideal for picnics etc. With a scattering of islands it is an ideal spot for the family to enjoy a sailing holiday in the "Swallows & Amazons" style.

Tony and Kate's Glenridding Sailing School is at the southern end of the lake, on a spit of land, near the Steamer Quay. They have about 20 boats ranging from Wayfarers to fireflies and traditional boats such as Lune Pilot and a Whammel Post Boat. We decided to hire the traditional boats. With Tony's very friendly welcome and help we had a really smashing time. The Glenridding School is based in a 'Coach', unfortunately Tony cannot get planning permission for a permanent building. But, do not let that put you off, The coach doubles, even triples as store for gear, coffee shop, changing rooms, office and in bad weather a class room. It is amazing what you can do given the enthusiasm that Tony has certainly got, to get over difficulties and give everybody just what they want. Tony is there to please, and he certainly goes out of his way to do just that.

As well as sailing instruction to all the RYA standards, you can hire boats at very reasonable rates. Either by the hour, day or week. One day the weather was too rough for sailing, so with the walking boots already in the car for such an occasion,



ARTICLE

we went for a gentle walk in the hills around Glenridding and enjoyed the beautiful scenery.

Sunday dawned with ideal weather for the local Traditional Boat Open Meeting. We borrowed a Lune Pilot boat in the first race and stomped away from the field. The course was round a couple of Islands and the odd mark (they try to use natural obstacles as marks) You can go very close to the islands, with the clear water it is easy to see the rocks and shallows. We soon worked out where to go by looking for the most disturbed water because that was where the wind was. The knack in sailing these traditional boats is to get them stomping on a fine reach before bringing them up to the wind, by this means, you keep the speed up even when close hauled. If you slow down you must bear-off and start the process all over again. With only a very small area for a keel they do tend to crab their way through the water. It is a bit off-putting at first seeing the angle the wake is to the boat direction, but you get used to it. There is plenty of room in the boat to lay out and get really comfortable. On one occasion we were on a broad reach, the sun was blazing down and the water gently lapping against the side of the boat that Val actually went to sleep and I had to wake her up as an island was fast approaching. I think she was enjoying it.

It would be nice to have a Seafly event at Ullswater, either a rally, cruise or the odd race.

What do you think, have we any takers.

The School offers both RYA and holiday courses; elementary, intermediate and racing. The holiday courses do not follow a set RYA syllabus, and students and instructor can work out the course content together. Depending on previous experience, it can be a "steady as you go" week, or a refresher which is far more intensive. It is for the student who has done some sailing already, but perhaps with no formal tuition. The aim is to check that the basics of sailing are thoroughly understood, to iron out bad habits, and to progress from the standard already reached, advancing as far as possible in the time available. The emphasis is on good, safe, boat handling skills.

The RYA levels go up to Level 4.

If you want any details about Glenridding Sailing School and Boat Hire then give Tony a ring on Tel: 017684 86601(Office) or 017684 82541(Lake Frontage)



Technical Bits

THE TEN CARDINAL SINS OF CREWING

1. Leaving the ~#&*@~% cleated when changing tacks.
2. Getting to the centreboard first and not leaving room for the helmsman. (after a capsized).
3. Taking the term trapeze wire literally and demonstrating your abilities as an aerialist by flying around the forestay. (Of course the skipper, driving the boat too hard never contributes to these manoeuvres!).
4. Not knowing what that "French-looking" flag flying from the committee boat means. (Several pairs of bozo brain crews and skippers finished and headed for the beach and a cold one at one NECRA Championships ignoring the fact that the "French-looking" flag was the signal for twice round the course).
5. Sighting the mark and directing the skipper around it only to leave him or her pondering why no one else is following (An especially horrible sin as your boat has to be in the lead at the time).
6. Failing to block the waves and spray, or, even worse, actually ducking to miss being splashed by a wave resulting in, heaven forbid, the skipper actually getting a little water in the face.
7. Not daring to come in off the wire whilst on a screaming reach with spray shooting 10 feet into the air, the bows smash through oncoming swells, even though the skipper is reassuring you that the he "has everything under control" as he reaches for the tiller extension trailing in the water with one toe in the toe straps, the mainsheet clenched between his teeth and the traveller line wrapped about his ankle.
8. Falling overboard, accidentally or intentionally (Yes I do mean intentionally, as in "OK, Then you can just sail this boat yourself!").
9. Not being able to read the skipper's mind (and two corollaries to this sin, not being able to accomplish 2-3 tasks simultaneously even though they require you to be 2-3 places at once, and not reacting and accomplishing what the skipper asks within 2 milliseconds of the words leaving his mouth).
10. All of these sins are terrible and to be avoided at all times, but the number one biggest sin is (you guessed it!) arguing with the skipper and trying to tell him how to sail the boat, and even worse being right!

Extract from ARec



Letter's

RUDDERCLUTCH

Two newsletters ago there was an advert for a device called "Rudderclutch". Having never been happy with elastic to hold my rudder down, this device looked to be very viable alternative. I rang the firm on Friday to seek more information with regard to fitting it, (I am the original D.I.Y. disaster area) and received full fitting instructions by post the following morning!

"Rudderclutch" arrived, the moment of truth. Into the shed and half an hour later it was fitted and working, no more elastic. I Have tested this on two long trips up the River Crouch in very fresh conditions and I am very pleased with the results. The device is very well made, simple to fit and is neat in appearance. The makers are a pleasure to deal with.

These proved to be more comprehensive than the advert so I sent the required measurements with a cheque on Monday. First post Wednesday

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Event Reports

Lymington Town SC. Charity Pursuit Race

The original date of the Charity Pursuit Race was postponed due to force 6 winds. Sunday 11th of December was the new date and this dawned with a forecast that wasn't much better with force 5 - 6 winds, 30 - 35 knot winds, but, one good thing it was going to be very mild, 14°C. I think we were all pleased to hear that the race would be mainly in the Lymington River and only a short course in the Solent proper.

The numbers were down on last year, probably due to the postponement and bad forecast, but even so there were 31 dinghies altogether and they divided up into non trapeze, and trapeze & catamaran classes. Highcliffe Sailing Club entered 3 Seaflys and they were Karamel Too (640) sailed by brothers Kieron and Dominic Thomas, Racing Snake (477) sailed by Rob York and Rory Barnes (Christchurch S.C.) and finally Revival (470) sailed by Mike Robinson and Samantha Briggs.

Interest was shown by an International 14' sailor who asked what are these boats, on being told it was a Seafly, he said, "So that's what a Seafly looks like". He obviously must have had a very secluded sailing career. By the time we had finished chatting he was wishing he had had a Seafly instead of a 14' (I later heard him say in the shower after the race that he had quite a job shaking of the Seaflys, before he capsized !!!).

The start was in the Lymington River just opposite the Club House, so the spectators had a good view of the racing.

The Thomas's in Karamel Too were first to show at the start, hoisting their

spinnaker but were hit by a couple of strong gusts, which put them on the beams. Rob and Rory hoisted their spinnaker and they screeched of towards the Wayfarers. They overtook all but one Wayfarer by the first mark, some going ah!. Kieron and Dominic were next having caught up the trailing Wayfarer. He started to luff which allowed Mike and Sam to go through to leeward (Team work). On the next blistering reach all the Seaflys got clear of the Wayfarers, infact it looked as though they were standing still.

On the beat in the Solent, the heavier Wayfarers caught up a little, but not before we were of again on a run then another wild reach back up river. The Seaflys where 1, 2 & 3 for most of the race until a Car Ferry decided to leave the dock just as Kieron was approaching the Ferry Turning mark, unfortunately he was blanketed by the Ferry until it had gone passed, then all he could do was to fall in behind. By this time two Kestrels and Flying Fifteen were catching him up.

They eventually overtook him and started gaining on Mike and Sam, they were getting desperate as they started putting the spinnaker up at every opportunity. They just held on to second place, the Flying Fifteen only 10 yards behind when the finishing hooter went. Well done the Seaflys especially Kieron and Dominic Thomas who haven't sailed very much together and were not put of by the howling wind. Rob and Rory finished about 1/2 mile ahead of the rest of the fleet, well done to them also.

Mike Robinson C470



Event Reports

SEAFLY INLAND CHAMPIONSHIP

19 November 1994. Spinnaker Sailing Club, Ringwood, Hants.

The Seafly dinghy was named by its original designer as an open boat suitable for racing and cruising in the tidal waters around the British Isles. This is the Seafly's natural habitat. Never-the-less a flock of 13 boats landed on Spinnaker Lake recently, representing 5 Clubs from around the South of England. It was a grey November day and unseasonably warm and humid. A brisk South Westerly breeze swirled around the islands in the lake. The Inland Championships was to be decided from the best 2 of 3 races.

Ian Mansfield and Alan Tarrant of Highcliffe SC won the first start and showed the rest of the fleet which of the many buoys dotting the lake was the windward mark. However in the gusty conditions, the most important tactic was to follow the patches of stronger air and 2 other Highcliffe boats of Adrian Summers crewed by Norman Hack and Mike Robinson crewed by Samantha Briggs were the first of many to overtake him. The race became processional as the leaders overtook Mansfield. Summers and Robinson took first and second between them and the David and Christine Hughes, representing the home club, coming through to third, followed by the Rory and Bryony Barnes of Christchurch. The veering breeze caused the Race Officer to change the course for the afternoon races, the first of which was won by Roy Johnstone crewed by Derek Hopkins of Christchurch and his club mate, Barnes was third. These 2 were split by Summers who was second. The circulation around the small course in the brisk conditions caused a couple of retirements including Robinson who would need to win the last race to take the Championship. Summers would need to beat him and Johnstone to win the day. Summers held off Robinson's challenge, winning in convincing style. Johnstone capsized in a gust and retired from the race taking his first and a fifth to give him third overall.

Ian Mansfield C 642

Sail No	Helm	Crew	Sailing Club	1	2	3	Final Pnts	Final Pos
122	A Summers	N Hack	Highcliffe	1	2	1	1.5	1
470	M Robinson	S Briggs	Highcliffe	2	Rtd	2	4	2
650	R Johnstone	D Hopkin	Christchurch	5	1	Rtd	6	3
492	R Barnes	B Barnes	Christchurch	4	3	5	7	4
638	D Hughes	C Hughes	Spinnaker	3	4	Rtd	7	5
477	R York	J York	Highcliffe	6	5	4	9	6
642	I Mansfield	A Tarrant	Highcliffe	8	6	3	9	7
646	R Cockwell	S Robinson	Highcliffe	7	7	9	14	8
640	K Thomas	D Thomas	Highcliffe	9	10	6	15	9
649	T Hoyle	M Hoyle	Highcliffe	11	9	8	17	10
626	M Hartnell	B Burger	Worthing	10	8	Rtd	18	11
648	E Barnes	R Shaul	Christchurch	13	11	Rtd	24	12
652	P Taylor	M Richmond	Burghfield	12	Rtd	DNS	25	13

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 Edrnett	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	Golderest	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	Ditisham SC
Laurie Lanham			Assoc	Starcross YC

1995 Membership List

NAME	Boat No	BOAT NAME	Type Mem	Club
Carol Lanham	430	Whisper	full	Starcross YC
Kay Leigh			Assoc	Worthing YC
Rosa LeGood	639	Waterloo	full	Starcross YC
Tim Le Good	639		full	Starcross YC
John Lloyd	420		full	Starcross YC
Tony Longworth	various		full	Glenridding 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
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	Glenridding SS
Roy Perryman	623	Jupiter	full	Blakeney SC
Ivan Phillips	650	Cumfrum brum XI	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
Eric Sales			full	Scasalter SC
Charlie Sandys			Assoc	
David Shaw	329	Susan	full	Starcross YC
Jeffrey Smith	161	Southern Spirit	full	Glenridding SS
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
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 99 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 alittle 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 472	1976	GRP (Zygal), good condition, good sails, new spinnaker, ready to race, trolley. Rundle Exeter Tel: 01392 431292	Yes	£625
C 499*	1976	GRP, trailer, trolley, cover, various sails. Torquay Tel: 01803 293078	Yes	£500

NEW PRODUCT

"RUDDERCLUTCH"

A NEW PRODUCT FOR USE ON SAILING BOAT RUDDERS AND CENTREBOARDS HAS BEEN INTRODUCED BY THE WALTON, ESSEX, ENGLAND FIRM OF 'ROCHFORD MARINE ENTERPRISES'.

CALLED 'RUDDERCLUTCH' IT IS A SMALL DEVICE THAT ENABLES THE HELMSMAN TO INSTANTLY CLAMP THE RUDDER BLADE IN ANY POSITION OR RELEASE WHEN REQUIRED. THE RUDDER BLADE WILL ALSO 'LIFT' IF IT MAKES CONTACT WITH THE GROUND OR AN UNDERWATER OBSTRUCTION THUS AVOIDING RUDDER DAMAGE.

IT IS SUPPLIED IN 'KIT' FORM AND IS SIMPLE AND EASY TO FIT TO ANY SUITABLE RUDDER STOCK.

When ordering please advise the following information:-

Type of Craft.....

Stock type/make.....

Stock width.Ext.....

Bolt size.....

PRICE:- £19.98.....Exc. V.A.T.

P/P £1.00.....

20.98

V.A.T. £3.67.....

Total £24.65.

FOR FURTHER DETAILS CONTACT:-

Brian D. Cook

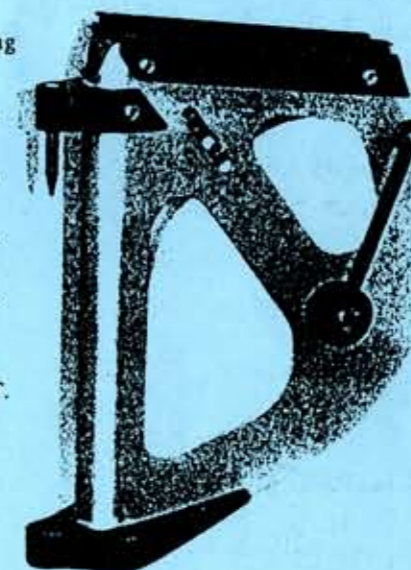
M.R.I.N., A.M.N.I., Assoc.R.I.N.A.

PATENTS PENDING

Rochford Marine Enterprises

Designers, Manufacturers & Distributors of Marine Equipment

Unit 3, Orlando Court, Vicarage Lane,
Walton-on-the-Naze, Essex CO14 8PA England.
Tel/Fax: (0255) 672036



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