

YEAR BOOK

1967 · 68



BRITISH ASSOCIATION
for
INTERNATIONAL
MOTH RACING



International Moths

Designs

'ShMC' by Shelley

'ShMC' modified by Blachford

'Tarahalla' by Eyre

Complete from £140

Bare Shell from £40



McCUTCHEON NEW ROAD WOOTTON I.O.W

British Association for International Moth Racing

(Recognised by the Royal Yachting Association)

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INTERNATIONAL MOTH EUROPEAN CHAMPIONSHIPS - 1967

By Chris Eyre

One Swedish helmsman, L. Lind, followed the example of his countrymen in other singlehander classes by winning the European International Moth Championships at Travemunde in the Baltic Sea. The British team went faster and did better than they have ever done before. Tony Blachford's speed on a close reach proved to be one thing no other helmsman could match and Nick Alexander's and Mervyn Cook's consistency paid handsomely.

Lind won the first race more by luck than judgement, for, Nerbollier of Switzerland lost his way twice. The second time that this happened Nerbollier dropped to ninth place, but pulled through to second by the finish. Hans Hogg of Switzerland, sailing an oldish design, sailed brilliantly to take third place from Tony Blachford. Mervyn Cook took sixth place and Nick Alexander ninth.

The Weather forecast promised force eight gusts for the second race, and so the Olympic course was set inshore. Only ten seconds separated the first three boats at the finish. Nerbollier rounded the first mark the wrong way and failed to rectify his mistake; he thus lost a convincing win. Lind was first with Tony Blachford and Nick Alexander breathing down his neck.

The wind dropped light for the third race and Duflos of France in his narrow-gutted, round-bilged design won by a convincing margin. A disillusioned Nerbollier had returned home to Switzerland. Lind, still going extremely fast, came second and seemed set to win the title. The first three British were Alexander, eighth, Cook, ninth and Francis, tenth. Tony Blachford dropped into the twenties in this light wind and this was the end of his chance of second place overall.

Thursday was a rest day. On Friday the winds blew force three to four with a very rough sea. Lind scraped home in front of Tony Blachford with another Swede second, followed by Duflos, third.

Much controversy and some bad feeling was caused by the counting of all five races although it produced the correct Champion.

OVERALL RESULTS

- | | | | | | |
|----|--------------|---------------|----|--------------------|-----------|
| 1. | L. Lind | (Sweden) | 6. | M. Cook | (G.B.) |
| 2. | H. Hogg | (Switzerland) | 7. | T. Blachford | (G.B.) |
| 3. | W. Meier | (Switzerland) | 8. | Neils Persson | (Sweden) |
| 4. | B. Duflos | (France) | 9. | Paul Wehrenphennig | (Germany) |
| 5. | N. Alexander | (G.B.) | | | |



John Watson with his Australian Tunnel-hull Moth.

INTERNATIONAL MOTH WORLD CHAMPIONSHIPS 1967

By Charlie Reeves

Mid-August 1967 saw my departure to the U.S.A. for the 1967 International Moth World Championships, to be held at Little Egg Harbour, Ocean City, New Jersey. As a result of influence of the Hibbert organisation, and by kind permission of Cunard, I was able to ship my latest creation, 'Fiasco', K.2844, in the hold of the 'Queen Mary' on one of her last voyages.

On the strike-bound quay of the Old Docks, Southampton, the English contender (boat, not helmsman) was encased in a net and snatched by a towering crane upwards into the sunshine, and disappeared over the towering sides of the old 'Queen'. Deep in one of the holds she was bedded down amongst a number of expensive looking cars and there I said goodbye to her.

Thirteen days later I arrived in the U.S.A. by air and found that a spate of telegrams had enabled our American hosts to clear 'Fiasco' through Customs, and they had very kindly collected her and brought her to Ocean City.

Ocean City was a wonderful place, a 'dry' parish, a first class club with many social amenities, delightful people, plenty of water, very tricky sailing, seven foot of launching facilities, and no wind! It was a Championship of anomalies and fantasy. The Americans were very intense and worked hard to fill every minute; I would have no hesitation in changing my lot one day.

As was to be expected, the overseas entrants were very limited. There was the U.K. with one Union Jack emblazoned craft, Australia in a borrowed Shelley, and Switzerland with the incredibly long-haired Claud Barth. On the second day of racing Barth telephoned from New York to demand transport, and on arrival complained bitterly that everyone else was early, and that the organisation always held the Championships at the end of this special week. To my profound amazement he was given an overall position of third at the end of the series, calculated on his average placing on the races he completed.

When we arrived in Ocean City it was blowing beautifully and I joined the rest of the Club watching the Hydroplane racing; an evil omen that, as for the rest of the week we were crashing, cursing and stalling in the wake of idiot pleasure? powercraft, for most of the first four races were spent clinging to the start line with anchors and warps waiting for air. I thought I was clever in hauling out on a piece of marshland to await a starting signal but was almost eaten alive by flies with green heads.

In the first race I was unfortunate in that I was lying well, just behind Bob Patterson when he accidentally lost hold of his tiller momentarily, causing him to luff violently as if to sink me. We collided and I retired immediately. In the second and third races drifting conditions prevailed, requiring a specialised knowledge of the rather unusual drifts and currents, which I did not have. Only in the last race did a Shelley type awakening occur, the wind piped up to force four and off we went. Frustration and desperation after the preceding races made me sail as fast as possible, and I took the gun one complete leg of the course ahead of the rest of the field.

There was not the usual interesting diversity of European designs on show here. Many of the 'Shelleys' were made by the Olympic Coach and father of the two Patterson boys. There were many of the old East Coast designs sailed very well in the light airs, and a few produced by Blair Fletcher in his own factory, which cost about \$1,000. There is little doubt that the boats performed exceptionally well in light airs but there still seems a long way to go before we get these craft right. There is no doubt that the narrow-gutted, round-bilged boats, as sailed by Duflos and Barth, and the Dunand design went well. Blair Fletcher sailed well in his bendy-rig boat, but had to haul in on the mainsheet in even the lightest airs to maintain a reasonable sail shape. On the other hand the only fast boats in windy conditions were the Shelleys and Swedish designs. A compromise must be found, and this explains why the Americans are keen to adopt the Australian rig, in an effort to improve performance and retain the older helmsmen.

RESULTS

- | | | |
|----|-----------------|---------------|
| 1. | Blair Fletcher | (U.S.A.) |
| 2. | Doug Halsey | (U.S.A.) |
| 3. | Claud Barth | (Switzerland) |
| 4. | Tommy | (U.S.A.) |
| 5. | Bobby Patterson | (U.S.A.) |
| 6. | Charlie Reeves | (U.K.) |

INTERNATIONAL MOTH DESIGN - 1967

By Chris Eyre

At the European Championships in Travemunde every boat in the first ten was of a different design; this, in a way, is a triumph, for it is absolute proof that this is the only true development class in the World which can live up to that very description.

The first boat on aggregate was a refined form of O.K. shape which, in the hands of the remarkable Swede, Lennart Lind, was almost unbeatable. Sporting an unstayed mast made from six laminations and having a diameter at the top of only one inch, Lind once again disproved theories about the aerodynamic failures of this type of mast. His sail, made by a local Swedish maker, was perfectly matched to the mast.

The fastest designs were either the French designed Duflos, or the English Shelleys in the prevailing planing conditions, the former having the edge on the beats and runs. The Shelley and the Blachford modification were fastest on all types of reaches. Tony Blachford was the only person with a chance of beating Lind but could not perform as consistently when the wind dropped to force three and below. Everyone knows the Shelley semi-chine shape in England but it is doubtful whether they will have seen a Duflos: this is a refined round-bilge boat half way between the deep-V 'Lucky Sixpence' type and the flat Shelley type. Nerbollier was the fastest man seen at Travemunde and he sailed a Duflos. I doubt whether he could have beaten a Shelley sailed to its ultimate but the competition would have been extremely fierce.

The boat that came second overall once again proved that helmsmen count for more than design. Hogg of Switzerland was sailing an outmoded Swiss lake flyer but in his hands there was never a doubt that his consistency would bring him out nearly top. His boat was an ugly version of the 'Souter Casson' type of design seen in recent years.

The third boat was a Swiss modification which won almost every Championship between 1963 and 1966. The deep-V rocker was still evident but the bottom was forced into a very rounded shape at the stern. This boat was very slow on the reach but fairly bounded to windward and was equal to any on the run.

The 'Lucky Sixpence' that came sixth performed well on all points being equal to most on every leg. The frustrating part was sailing a boat which was consistent but which had no point of sailing on which it was far superior to anything else.

Another Swede who performed well was sailing an open version of the Europa, built to about forty-five pounds hull weight. One can only say that if all Europas were built to that weight they would still be highly competitive.

The 'Tiger Moth' was still very much in evidence in the German team. This version of the original Dunand without the latter's wings was only able to gain a ninth place in the hands of Paul Wehrenphennig, a helmsman of considerable reputation in the Class.

There were other designs in evidence right down to something similar to a Star boat with a mast that must have weighed about thirty pounds. This boat was in the hands of a mad German whom everyone learnt to keep clear of.

An Australian scow was raced but it was badly rigged and not brilliantly sailed and one cannot judge how fast the top Aussies would go.

Please note that all evidence points towards the fact that the best helmsmen win, not the best boats, so there's no need to panic every time a new design appears; the millionaire Moth helmsmen (are there any?) probably won't go a knot faster.

NEW MEASUREMENT RULES

(As adopted at the A.G.M. on 13.1.68.)

Delete all material in sections 1, 2, 3 and 4 of Moth Specifications and substitute the following:

1. HULL
 - a. Not more than eleven feet overall.
Definition of the overall length of Moth boats to be from extreme forward section of stem to extreme after section of the transom, not to include any protruding fittings.
 - b. Catamaran or multi-hulls not permitted (there must be no visible air gap dividing the boat longitudinally throughout its length when afloat upright, fully equipped but without crew).
 - c. If a tape is stretched tightly round any part of the hull at any point from the transom to 9 feet from the stern, at right angle to its centreline, no part of such tape shall be more than 3 inches from any part of the hull (chafing battens and rubbing strips or outer gunwhales are NOT considered part of the hull for this measurement).
 - d. There shall be NO restriction on chafing battens, rubbing strips or outer gunwhales so long as they are an integral part of the hull. Sliding or detachable seats and trapeze wire are disallowed.
 - e. The boat shall be rigged so as not to permit more than one rudder or one centerboard while in use.
 - f. Apart from 1 a), b), c), d) and e), there shall be no restrictions on design or construction
2. SPARS
 - a. Maximum mast length permitted - 20 foot 6 inches. Otherwise no spar restriction.

3. SAIL
- a. Boat shall be cat-rigged. i.e. carry only one sail. No restriction on design of sail, battens or headboard.
 - b. Maximum area - 80 square foot.
(Australian measurement)
 - c. If mast diameter above gooseneck or boom diameter exceeds $3\frac{1}{2}$ inches, the excess mast and/or boom profile area to be deducted from the 80 square foot permitted sail area.
 - d. Maximum luff length - 17 foot (stretched 20 lb. tension)
 - e. The Moth emblem is to be displayed (painted or sewn) on both sides of the sail at a distance of 18 inches from the apex of the sail. The Moth emblem is designed thus: A perfect circle 12 inches in diameter. The circle itself is dark blue and the letter 'M' inside the circle is dark red in colour. The width of the circle and the letter 'M' inside is $1\frac{1}{2}$ inches.
 - f. National designation and registration number must be placed on both sides of the sail so as to be easily seen. These letters and numbers are to be placed 30 inches below the class emblem and must be at least 8 inches high and $1\frac{1}{2}$ inches in body.
 - g. Headboards in Moth sails are optional. No restriction on size or shape.
 - h. Sails may be made of any material and no restrictions shall be placed on the price or on the number of sails that can be owned by one person.

4. All sails and hulls completed and measured by their own Associations before January 1st 1968, and which conform to their Associations' present rules will continue to qualify after January 1st 1968 for the remainder of their working life, even though they do not conform to the new rules. Notwithstanding above, sails conforming to the old I.M.C.A. Specification (prior to 13.1.68.) may continue to be made and measured for a further period to be agreed, such period not to exceed five years.

PRINCIPAL FIXTURES - 1968

1968

- | | |
|------------------------|--|
| + 12th/13th January. | Debonair Flavel Trophy
(Stock Exchange S.C. Thorpe) |
| 1st/4th February. | Ski-Yachting, Cannes
(Yacht Club de Cannes) |
| + 27th/28th April. | Open Meeting (Catamaran Y.C. *
Isle of Sheppey) |
| + 1st/2nd June. | Southern Area Championships
(Worthing Y.C.) |
| + 15th/16th June. | Northern Area Championships
(Wakefield S.C.) |
| + 29th/30th June. | U.K. National Championships
(Weston S.C. Southampton) |
| + 6th/7th July. | Open Regatta (R. Cinque Ports
Y.C. Dover) |
| 20th/27th July. | I.M.C.A. World Championships
(Y.C. de Cannes, France) |
| 26th Jul.-4th Aug. | Open Meeting (Travemunde,
Germany) |
| 31st Jul.-3rd Aug. | Open Meeting (St. Moritz,
Switzerland) |
| + 21st/22nd September. | Chandy Trophy (Stock Exchange
S.C. Thorpe) |
| + 12th/13th October. | Midland Area Championships
(Colemere S.C.) |

The Travellers Trophy

All events marked above with a cross will count towards the Travellers Trophy. Points will be awarded on the overall results of each meeting - all meetings to count.

LIST OF MEMBERS

K.2330.	Chips.	Dr. Ellis Jones.	Springfield, 3 Cotham Road, Bristol, 6.
K.2332.	Selene.	J. Renouf.	Fernleigh, Southampton Road, Lymington.
K.2349.	Flare.	J. R. Dale.	39 Windyridge, Kingsway, Gillingham, Kent.
K.2350.	Mirage.	J. L. Gyngell.	221 Greenwich High Road, Greenwich, London, S.E.10.
K.2351.	Spider.	Sean D. Hannan.	St. Margarets Record Road, Emsworth, Hampshire.
K.2352.	Tragedy.	R. S. Kemp.	Halfar, Harcourt Hill, North Hinksey, Oxford.
K.2356.	Scarab Too.	W. J. Raynham.	2 Milton Avenue, Weston Super Mare.
K.2361.	Sabot.	Mrs. Y. M. Baker.	63 Valley Road, Gillingham, Kent.
K.2362.	U.D.I.	L. Baker.	Clinton Willow, Corrowell Lane, Kenilworth.
K.2363.	Water Music.	Miss S. Evans.	25 Roman Road, Colchester, Essex.
K.2368.	Tango.	H. Blacker.	Fieldhead, Leeds Road, Liversedge, Yorks.
K.2369.	Orange Swift.	Miss I. Cade.	Wick Farm, Finchdean, Horndean, Hampshire.
K.2375.	Mythie.	Miss M. Murdoch.	Fairfield Lodge, Racecourse Road, Ayr.
K.2379.	Snark.	J. Gyngell.	221 Greenwich High Road, London, S.E.10.
K.2384.	Parafinn.	Mrs. R. A. Morant.	8 St. Mary's Close, Shincliffe, Durham.
K.2385.	Laughter.	O. Morgan.	Apple Acre, High Street, Chipstead, Surrey.
K.2386.	Tunarni.	M. Conway.	Transom, 34 Southampton Road, Lymington, Hampshire.
K.2389.	Smeagol.	R. Jennings.	39 St. Laurence Avenue, Brundall, Norwich.
K.2500.	Puff.	Dr. J. B. McEwan.	9 Langstone Road, Havant, Hampshire.
K.2501.	Muscerda.	R. B. Kinder.	Hoblands, Kemnal Road, Chislehurst, Kent.

K.2502.	Pachuca.	N. S. Milligan.	West Vale, Oatland Drive, Weybridge, Surrey.
K.2505.	What-a-Myth.	Susane Banks.	Court Hollow, Warren View, Shorne, Kent.
K.2516.	Vitesse.	J. F. Chalwin.	10 Fairbairn Road, Chesterton, Cambridge.
K.2535.	Marguerite.	R. G. Hennah.	Wildwood, Burgess Wood Road South, Beaconsfield.
K.2543.	Myth Moth.	D. Fisher.	Greenacres, Nashenden Lane, Rochester, Kent.
K.2544.	Jaffa.	M. J. Wright.	The Red House, Brooklands Lane, Weybridge, Surrey.
K.2566.	Roskinge.	P. Lilley.	Coast Cottage, Kimberley Road, Seaford.
K.2570.	-	B. Putman.	124 Blandford Road, Beckenham, Kent.
K.2576.	-	C. M. Cole.	21 Springfield Crescent, Parkstone, Dorset.
K.2577.	Poco.	Mrs. Y. M. Baker.	63 Valley Road, Gillingham, Kent.
K.2578.	Bugzee.	K. Clement.	79 Dykelands Road, Sunderland, Co. Durham.
K.2587.	Tiggy.	W. Rowntree.	Plot 38, Siglan Farm Estate, Llanfair P.G., Anglesey.
K.2589.	Dawnlynn.	F. Gazeley.	12 Bromley Road, Beckenham, Kent.
K.2595.	Yn. Urley.	B. E. Moore.	58 Finch Road, Douglas, Isle of Man.
K.2596.	Comet.	Stephen Goacher.	48 Portland Crescent, Barrow in Furness, Scotland.
K.2597.	-	Miss P. A. Wycherley.	The Moorings, Shrewsbury Road, Pontesbury.
K.2598.	Snow Flake.	R. Newnham.	12 Westbrooke, Worthing, Sussex.
K.2612.	Miss Moth.	P. J. N. Harvey.	275 Boxley Road, Maidstone, Kent.
K.2614.	Skid.	N. Alexander.	30 Sutton Avenue, Slough, Buckinghamshire.
K.2615.	McGdnss McGnss.	C. Bate.	3 Garden Close, Hampton-on-Thames.
K.2616.	Andy Cap.	J. D. Byrne.	Churchdown, 8 Syke Lane, Earlsheaton, Dewsbury, Yorks.

K.2618.	Twitcher.	Miss M. Iliffe.	26 Newbridge Way, Lymington, Hampshire.
K.2619.	Kiko.	R. A. Stewart.	52 Old Road East, Gravesend, Kent.
K.2620.	-	P. Privett.	22 Bredon Road, Croydon, Surrey.
K.2621.	-	G. Privett.	66 Ewhurst Avenue, Sanderstead, Surrey.
K.2624.	Wahoo.	P. Hattemore.	37 Nelson Road, Worthing, Sussex.
K.2625.	Pin Hi.	P. F. Osborne.	145 Tile Kiln Lane, Bexley, Kent.
K.2626.	-	Mike Balfour.	Marden 2, Rhinefield Road, Brockenhurst, Hampshire.
K.2628.	Magic Moth.	Dr. O. Fisher.	Greenacres, Nashenden Lane, Rochester, Kent.
K.2629.	Shtatic.	J. Coupland.	214 Brampton Road, Bexley Heath, Kent.
K.2630.	Anis.	Miss A. Dawson-Moray.	2 Pegasus Avenue, Hordle, Lymington.
K.2656.	Frederick.	Miss M. Preston.	107 Kenilworth Road, Ashford, Middlesex.
K.2657.	Puffin.	R. Lamb.	26 Bridgewater Road, Ruislip, Middlesex.
K.2658.	Mothball.	E. Gibson.	66 Lamberhurst Road, West Norwood, London, S.E.27.
K.2659.	Zulu.	R. B. Marsh.	The Spinney, South Ockham Road, East Horsley, Surrey.
K.2800.	Matchbox.	J. B. Quick.	82 Effingham Road, Long Ditton, Surrey.
K.2807.	Hirondel.	Dr. P. W. Parker.	13 Brooklands, Headcord, Kent.
K.2808.	Ynot.	E. A. Owens.	69 Bromley Road, Beckenham, Kent.
K.2809.	Shuna.	P. A. Overton.	Dell Cottage, Buckland Dene, Lymington, Hampshire.
K.2810.	Joco.	R. J. Coe.	39 Rothernithe, Old Road, London, S.E.16.
K.2811.	Woe.	J. Hogg.	38 Danes Ct., Dover, Kent.
K.2812.	Selene III.	G. Blachford.	The Sycamores, Ridgeway Lane, Lymington, Hampshire.

K.2813.	Shirocco.	A. Blachford.	Hillford, Ridgeway Lane, Lymington, Hampshire.
K.2814.	Aftermath.	R. C. Reeves.	179 Windmill Street, Gravesend, Kent.
K.2815.	Ricochet.	P. Halling.	58 Esmond Road, Bedford Park, London, W.4.
K.2816.	Svelte.	J. Harris.	149 St. Marychurch Road, Torquay.
K.2817.	-	Miss E. Hall.	4 Albany Park Road, Kingston, Surrey.
K.2818.	-	K. N. Vlasto.	13 Greenhill, Weymouth, Dorset.
K.2819.	Pequod.	K. J. Vaughan.	7 Larkin Close, Frindesbury Extra, Strood, Kent.
K.2820.	-	J. T. Churcher.	1 Southcourt Road, Worthing.
K.2821.	SlaMc.	H. Bradshaw.	The Salterns, Woodside, Lymington, Hampshire.
K.2822.	BlaMc.	C. Hibbert.	The Salterns, Woodside, Lymington, Hampshire.
K.2823.	-	D. Murphy.	The Beeches, Romiley, Cheshire.
K.2825.	Fido.	C. Brown.	159 Silverdale, Sydenham, London, S.E.26.
K.2826.	Schhh.	E. Dunhill.	15 Lansdowne Close, Worthing, Sussex.
K.2827.	-	R. J. Epps.	White House, Bredgar, Sittingbourne, Kent.
K.2828.	The Thing.	R. W. Darbyshire.	8 Bentinck, South Shore, Blackpool.
K.2829.	-	D. J. Davis.	Granilly, Pilgrims Lane, Chilham, Canterbury.
K.2830.	Firebug.	J. Hood.	15 Richmond Ct., Conegra Road, High Wycombe, Bucks.
K.2831.	Spidersweb.	R. Dash.	104 Church Lane, Kingsbury, London, N.W.9.
K.2832.	Minimoff.	D. Paine.	16 Manningtree Road, South Ruislip, Middlesex.
K.2833.	Grey Prancer.	P. Chamberlain.	Sea Winds, Smithie Avenue, Sully, Glamorganshire.
K.2834.	Cherokee.	Miss J. Cook.	56 Wickenham Road, Teddington.

K.2835.	-	C. J. Eyre.	4a Lupus Street, Belgravia, London, S.W.1.
K.2836.	-	T. Gough.	1 Victoria Street, Englefield Green, Surrey.
K.2837.	Inca.	P. M. Dunlop.	96 St. Margarets Street, Rochester, Kent.
K.2838.	ShiMc.	J. A. Hibbert.	The Salterns, Woodside, Lymington, Hampshire.
K.2840.	You Know Whose.	E. Dunhill.	15 Lansdowne Close, Worthing, Sussex.
K.2842.	Moneer.	E. Gibson.	66 Lamberhurst Road, West Norwood, London, S.E.27.
K.2845.	Aries.	A. Blacker.	Fieldhead, Leeds Road, Liversedge, Yorks.
K.2846.	Pooh.	Brenda Keeping.	289 Chatsworth Avenue, Cosham, Portsmouth.
K.2848.	-	I. Mackley.	17 Milroy Avenue, Northfleet, Kent.
K.2850.	Cobra.	M. A. Cook.	4a Lupus Street, Belgravia, London, S.W.1.
K.2851.	-	Kenneth Bowman.	54 Beacon Road, Chatham, Kent.
K.2853.	-	P. L. Dakeyne.	Kings House, Sandwich.
K.2854.	Tenderfoot.	N. G. Williams.	3 Barton Road, Langley, Bucks.
K.2855.	-	Brian Angus Robb.	52 Military Road, Dover.
K.2856.	Fledermoth.	N. Alexander.	30 Sutton Avenue, Slough, Buckinghamshire.
K.2857.	Freak-out.	C. Eyre.	4a Lupus Street, Belgravia, London, S.W.1.
K.2859.	-	R. Bradley.	2 Brockdish Avenue, Barking, Essex.
K.2860.	-	Brian Dennis Mitchell.	30 Windsor Road, Gravesend, Kent.
K.2861.	-	N. H. Sawyer.	15 Baldwin Road, Gaywood, Kingslynn, Norfolk.

Members Without Boats

J. Batten.	The Joseph, Scotland Bridge, West Byfleet.
J. Birch.	145 Hall Road, Cottingham Road, Hull Yorks.
M. Gosling.	Pilgrims, Mayflower Close, Lymington.
G. Gyngell.	221 Greenwich High Road, Greenwich, S.E.10.
R. J. Dobson.	c/o Deacons Boatyard, Bursledon, Hants.
P. H. Mitchell.	2 Cavendish Court, Shardlow, Derby.
C. Nielson.	61 Bridge Road, E. Molesey, Surrey.
Miss M. Willis.	11 Longdean Road, Haslemere, Surrey.
R. Alexander.	30 Sutton Ave., Slough Bucks.
J. Wright.	West Bay House, West Hill Road, Wyke Regis, Weymouth, Dorset.
L. Tretwell.	53 The Downs, Wilford, Nottingham.
D. Ryland.	Littlehall, Finstall, Bromsgrove, Worcs.
Miss N. Parkyn.	38 Fairfield South, Surrey.
M. McMillan.	Rue Farm, Ventnor, I.O.W.
Catherine Lineham.	39 Lee Road, Perivale, Greenford, Middx.
M. J. Pritchard.	111 Lower Higham Road, Gravesend, Kent.
A. Francis.	34 Burgh Wood, Banstead, Surrey.
M. Moncur.	Royal Engineers, Upnor Hard, Rochester.
W. E. Dale.	157 Sigston Road, Yorks.
G. R. Green.	Coach House Cottage, Shinfield, Reading.
R. Humphreys.	37 Westbourne Road, Feltham.

Associate Members

J. R. Anderson.	59 Penhill Road, Lancing, Sussex.
Miss S. Bradshaw.	The Salterns, Woodside, Lymington, Hants.
Messrs. Ratsey & Lapthorne.	Cowes, Isle of Wight.
Mr. & Mrs. McCutcheon.	New Road, Wootton, Isle of Wight.
J. H. Dobson.	The First, The Wharf, Shardlow, Derby.
R. Drewery.	374 Wootton Road, Kingslynn, Norfolk.
A. Gay Jnr.	P.O. Box 167, Freeport, Grand Bahamas.
Mrs. K. Hibbert.	The Salterns, Woodside, Lymington, Hants.
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