



# NEWSLETTER

## Chairman's Comments

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### Sandhopper Events 2004

TBYC Dinner

March 20th.

Nationals MBSC  
May 1st, 2nd & 3rd.

TBYC Open

July 3rd & 4th.

Burnham Week  
August 28th– Sept.  
4th.

AGM MBSC

Nov. 21st.

The turnout for the AGM last November was rather disappointing. I guess this was because there was nothing controversial on the agenda and, hopefully, because you are all happy with the way the SCBA is being run! As I said last year, apart from promoting the Class we want to bring added value for our membership – so if you have any ideas, please let somebody on the committee know. Following the AGM, we were unable to fill the vacancy for the position of Treasurer from within the committee.

However, I am pleased to say that Peter Blomfield has kindly agreed to take on this role and has therefore been co-opted on to the committee.

The lead-in period to the National Championships this year is even shorter than it was last year. For this event, being held over 3 days at Maylandsea on 1<sup>st</sup>, 2<sup>nd</sup> and 3<sup>rd</sup> May, the MBSC are bringing in our good friend Geoff Appleton as race officer. There promises to be good sailing and good company and I urge as many of you as possible to support this event. This year the 'all blue sail' rule for main events comes into force and Lonton & Gray hold a stock of our chosen cloth. As a result, I, personally, no longer feel that I am being asked to fork out on an inferior cloth simply because it is blue, as was the case a few years ago.

What happened to you cruising types last year? We commissioned a special new Cruising Trophy, but in the end, no

suitable entries were received. We had a beautiful summer and I know that quite a few people, especially those of you lucky enough to be retired, had some enjoyable cruises. It would be nice to be able to award the trophy this year. A narrative of your exploits is all that is needed.

On the subject of cruising, it was very nice to receive the letter from Dick Woodman of Beadnell Sailing Club featured later in this newsletter.



Red Snapper S48 in Craster Harbour

Finally, as you are all no doubt aware, our fellow sailor, Trevor Hitch, sadly passed away in February after a long illness, bravely borne. Trevor was an enthusiastic supporter of the Sandhopper class and put in a lot of work on the technical side when the Class was reformed in 1997. We shall miss him a great deal and our thoughts are with his family.

Brian Whistler S38

## Sail Development

When Peter & I had 'Bluejacket' built for the 2002 season, we knew nothing about the sailing characteristics of a Sandhopper, or what to expect from the sails – sail shape – sail controls etc., in fact, it was a completely new ballgame. We soon found that a Sandhopper was very easy to sail but difficult to sail fast.

We chose Lonton & Gray, as they were the only sailmaker with cloth of the correct specification. The sails were fine but the cloth was a disappointment and at the end of the first season, although the main was still looking good, the jib was looking very sad.

When the new sailcloth became available, we ordered a new jib and then in a 'senior moment' decided to have a new main as well.

Lonton & Gray have two designs on their computer:-

1. MARK ONE is the original design and looks rather like the Hyde sails that you see on Squibs. Both the main & jib are fairly flat and have a flat exit at the leach.
2. L & G DESIGN looks more like the Holt sails seen on Squibs and both the main and jib have a more rounded, deep shape with a slightly higher exit at the leach. This design is probably more suitable to the choppy water off Thorpe Bay but may not be the best for Maylandsea.

Our new suit now consists of a MARK ONE jib and L&G main and our reasoning for this choice is set out below:-

### THE JIB

Because we sail with 'soft' rigging and a loose jib luff, this sail can be changed in shape when

fullness is required and the flat exit reduces the back-winding of the main.

### THE MAIN

The rounder shape of the main should give good power in choppy waters and hopefully, the higher leach exit will help pointing (something the Sandhopper is not noted for!!)

Lonton & Gray have invested heavily in the new cloth and are keen to see that their sails perform well and are enjoyed by Sandhopper owners and to this end, Dick Lonton came to Thorpe Bay in early September to sail 'Bluejacket' with her new sails.

It was agreed that the jib window was in the wrong place and it will now be moved 10" forward on the same panel, which will also lower it by about 8". Also the tell-tale windows were too small but this will require an amendment to the rules at the AGM.

Peter and I felt that the luff on the main was too full, as we sail with very little backstay tension and therefore a fairly straight mast. I know that Bill Wright of 'True Blue' made the same comment during Burnham Week. It was agreed with Dick Lonton to sail with the new main for the rest of the season, gather comments, and then perhaps take a little off the luff.

All these technicalities however, don't answer the main question:-

Why does she sometimes feel like a Dragon and sometimes like a square rigger?

Surely it can't be us!!!!!!!

Brian Wells  
'Bluejacket' S154



## 2004 AGM

Don't forget to book your diary for the AGM.

November 21st.

11am. At

MBSC Clubhouse

## Sail Measurement.

Don't forget you need new sails measured and your Measurement Certificate endorsed to be legal.

See Peter Blomfield or Tom Dayes if you have forgotten this.

## Letter from Beadnell....

Dick Woodman of Beadnell Sailing Club has kindly written to us with some history of the class up North and a rundown on their sailing activities,

"It is a pity that we have only the two Sandhoppers, Red Snapper (48) and Nigel Sprague's Sea Mouse (49), left up here now -there were seven at one time (when I joined the club in 1985/6), no prizes for guessing where the other five ended up.

The others up here at the time were True Blue, which started it all, first owned by Francis Smallwood, who persuaded the designer Oliver Lee to produce a Squib to stand on the sand. Apparently he was reluctant to do so at first, not being happy that it would sail at all well. The others were Whisper, Birdie, Sea Phantom and Feather Blow named after the highest sand dune on Beadnell Bay.

Because we have only the two boats left here we are limited to handicap racing and since we are a small club with no dominant class serious racing is not a reality. Needless to say the measurement rules are not a great priority for Nigel and me! Cruising the local coast is our major recreation, ranging from Holy Island in the north down to Alnmouth and Amble or perhaps Blyth in the south. Despite its somewhat tricky entrance and exit at the wrong state of the tide and weather, Holy Island is a real treat and if you are up to camping on board, very peaceful when the visitors have departed. The club maintains a couple of moorings just by St Cuthbert's Island near the harbour - cunningly disguised so that large boats are not tempted to use them and drag them in heavy weather.

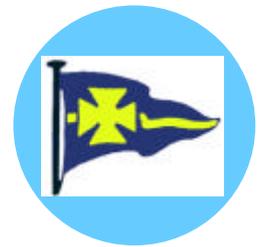
Craster and Low Newton by the Sea are always popular for visiting, having decent beer, and crab and salmon sandwiches. Alnmouth makes a good sail but tricky to get into because of the changing channel and bar at the entrance, bilge keels essential! Our main point of interest though are the Farne Islands, with two good anchorages, the possibility of going ashore on Inner Farne (National Trust), St.Cuthbert's chapel and the abundance of bird life.



*Sea Mouse at Holy Island (Lindisfarne)*

There are a number of islets to sail round and explore, though a chart of the area or good local knowledge is essential - some of the rocks are decidedly dangerous as Grace Darling and her Father of Longstone Lighthouse would have told anybody. The half tide moorings we have allow 4 -41/2 hours sailing per tide and can cater for about 20 boats, more than that would be a bit unsafe for boats beyond the shelter offered by the harbour breakwater. Though, there is good holding for anchoring in the bay during reasonably settled weather. One member anyway seems to have gained a reputation for having considerable faith in his ground tackle!

During August we have our sailing week, a family based affair and we have something for everybody -cadets and codgers alike, even those who want to compete with each other on the water. Some of our racing for the moored boats is round the local navigation buoys which is a great change from the cans in the bay.



MBSC

Join us.

Every second  
Wednesday for a  
natter, drink and  
a bit of grub"

## Letter from Beadnell .. *continued.*

There was a time just before the advent of the Sandhoppers when the main dinghy fleet was International Fourteen -the regional competition for the Prince of Wales Cup was held at the club -our only moment of glory! That was a long time ago in 1979, since when the remaining members who sailed fourteens have moved to pocket cruisers (Alacrity , Vivacity , etc). We get a regular visit from the RNLI to the harbour for fundraising.- gone are the days when the lifeboat would take people for a joy ride round the bay -what a pity .

That is a brief run down of our activities on the water up here from 1st. May till the end of September outside that time the moorings can be pretty hazardous. We do welcome visitors -our greatest amount of activity is of course during the ' high' summer and there is always coffee served on Sunday mornings.

My best wishes to the Association for 2004"

*Dick Woodman S48*



## The Weight of Water. Peter Saywell S20

Along with blue sails the subject of boat weight is always in contention at Sandhopper discussions. Here Peter Saywell kindly gives some useful data on the weight that can be carried in the plywood flooring and tanks and what might be saved by their replacement. Ed.

### The Dry and Wet Weight of 1/2 inch Marine Ply.

#### Method.

A sample of original ply removed from the forward bulkhead S20 for the fitting of an inspection hatch was thoroughly dried and accurately weighed and measured using laboratory equipment. It was then water logged by immersion for 4 weeks and again accurately weighed. Using these figures the water absorption and the weight per square meter was calculated. From the boat plans the total area of ply used in the main floor and the tanks was calculated. The wet and dry weights of these parts of the boat were then determined.

The following results were obtained.

<b>Area of Sample.</b>	<b>0.01863 sq/m.</b>
<b>Dry Weight of Sample</b>	<b>126 g. = 6.76 kg/sq.m ( 0.629 kg/ft.)</b>
<b>Wet weight of sample</b>	<b>150 g. = 8.05 kg/sq.m (0.7445 kg/sq.ft.)</b>
<b>% Increase due to water logging</b>	<b>19%</b>

<b>Area of main floor</b>	<b>30 sq.ft.</b>		
<b>Dry weight</b>	<b>18.9kg.</b>	<b>Wet weight 22.3 kg.</b>	<b>Total 41.2 kg.</b>
<b>Area of tanks</b>	<b>36 sq.ft</b>		
<b>Dry weight</b>	<b>22.6 kg.</b>	<b>Wet weight 26.8 kg.</b>	<b>Total 49.4 Kg.</b>
<b>Total weight</b>	<b>Dry 41.5kg.</b>	<b>Wet 49.1 kg.</b>	<b>Added weight 7.6 kg.</b>

**Note:** The loose floor board of dry epoxy coated 12mm. ply of a new boat (S155) was weighed and gave a figure of approximately 6.9 Kg/sq.m. (This was weighted on domestic scales not the laboratory equipment used above. )

Join us  
TBYC Sandhopper  
night 2nd Wed of  
Month

TBYC Sandhopper  
Supper night Last  
Fri of Month .  
All Sandhopper  
owners welcome  
Book to dine

# Secretary's Note Book

## A G M 2003

The following were elected to the Association Committee:-  
 Brian Whistler (TBYC), David Johnson (TBYC), Tony Byrne (TBYC Class Captain), Peter Freshwater (MBSC), Tom Dayes (MBSC) and Roger Lambourn (MBSC).  
 Co-opted as secretary:- Iain Abbot (TBYC)  
 Keith Williams (TBYC) stood down as treasurer having held the post for the last three years (the meeting proposed a vote of thanks to Keith for his sterling work).

## Committee Meetings

At the first committee meeting the following were appointed to positions on the committee:-  
 Chairperson – Brian Whistler  
 Membership Secretary – Peter Freshwater  
 Treasurer – Subsequently Peter Blomfield (TBYC) agreed to be co-opted to this post.

Technical Representative – Tom Dayes

## Rule Change

The rule change (19 sails (1) to increase the size of the tell tail window from 100 dia. to 150 dia.) proposed at the A.G.M. was passed. The rule book will be amended accordingly during 2004.

## Cruising Passage Log Trophy

It was disappointing that no member submitted a log during the 2003 season for the "Cruising Passage Log Trophy". Surely some one has cruised their Sandhopper, even if it was only a day sail. Lets see what can be achieved for the 2004 season.

Iain Abbot. S24

# Cruising/Passage Log Trophy

## Sandhopper Class British Association Cruising Trophy



Enter your log of Sandhopper adventures of 2004 and be the first name on this magnificent trophy.

## Rules

*The Trophy is to be perpetual and competed for annually-*

*The competition to be open to any Full / Associate member.*

*The log need not necessarily be prepared by a boat owner.*

*The cruise / passage to have been carried out during the current sailing season.*

*The log need not necessarily be for one cruise / passage-*

*The Trophy will be awarded to the Member submitting the most interesting / informative log of Sandhopper sailing.*

*The Trophy will be presented to the winner at the Sandhopper Class British Association A.G.M.*

*The committees decision will be final and no correspondence nor discussions will be entered into.*

*The completed log to be submitted to the Sandhopper Class British Association committee by the 30th of September of the current sailing season.*

## Change of Ownership

Remember if you have just bought a boat or transferred ownership then the Measurement certificate needs to be re-issued. (The blue one).

Send this to Tom Dayes with £5 plus your details for a new certificate to be issued.

Address:

Tom Dayes  
Green Oaks,  
18 Leigh Drive,  
Wickham Bishops,  
CM8 3JS

## Membership Secretary's Report

Thank you to all who have paid their subs for 2004 those of you who have not yet received their membership cards will find them enclosed with this Newsletter.

If you have not yet paid then please forward your fees to me asap. Please keep me advised of any changes to address, ownership etc to enable us to keep the records up to date.

We have updated the Small rule book but do not expect to distribute to all members at present.

However I will be happy to send a copy on request. Please supply A5 SAE.

**Hon Membership Secretary.**  
**Peter Freshwater**  
**3 Robinsons Close**  
**Southminster**  
**Essex CM0 7GP**  
**01621 772466**



**National Champions 2003**

Sandhopper Class British  
Association

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**Don't forget**  
**Sandhopper Dinner**  
**TBYC Saturday March 20th.**

## Editors Comment

Thanks to the contributors to this edition.

Perhaps next time we can have some cruising logs to publish.

If there is enough material then we will try to publish again in October.

Peter Freshwater.S155 E-mail [peter.freshwater@btopenworld.com](mailto:peter.freshwater@btopenworld.com)