

Seal Silver Jubilee

The First 25 Years
of the
SEAL SAILING ASSOCIATION



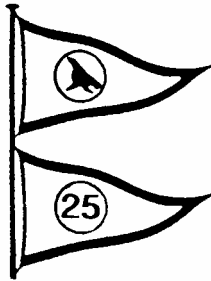
1973



1998







THE SEAL SILVER JUBILEE

This booklet has been produced to mark the 25th anniversary of the founding of the Seal Sailing Association. In this preface I particularly wish to pay tribute to those who played a large part in setting up the original organisation, when it was known as the Seal Association, and to those who have built it into a successful and growing focus for owners of yachts displaying the Seal emblem.

Over the 25 years there have been many members who, as Officers, Committee Members, Area Officers and Specialists, have contributed to the success and cohesive style of the Association. Some of the key people are mentioned here by name. I hope this will not appear invidious for there is a long list, especially of members who have not held office but have nevertheless made real contributions to the success of the Association; people who have consistently attended events, others who provide articles for the Newsletters, and the silent majority who have demonstrated their approval and loyalty by staying as members for many years, including a number who have continued since joining as founder members.

In Appendix A there is a complete Directory of those who have served in office and for all of whom I wish to record appreciation of their invaluable help. There are amongst these, people who I would like to name for their special dedication and contribution to the Association: John & Pat Baker who really started it all; Angus Primrose and Peter Milliken who were invaluable colleagues on the original committee of three; Ted Randell and Martin Hopton who in succession as Commodores were at the helm from 1985; the Secretaries, Mary Fastnedge, Susan Randell & Jenny Davis; the Editors, Winton Evans, Ken Waller, Peter Davis and Mita Barnes. Then there is Bill Parker who has enabled us to continue with the Seal insignia after taking over the building of the lift-keel Parker yachts, successors to John Baker's Seals, and who encouraged the further development of the Association.

I thank everyone concerned with the S.S.A. and especially the team which gave me great support in producing this booklet - Ted & Susan Randell, Geoff Harwood, Martin Hopton, John Coyle and Walter Brown. On a personal note, I wish to express my thanks to Ted, Susan and Brian C-J for encouraging the members to vote, on my retirement, for my appointment as Honorary Life President. I hope the production of this booklet will reflect my high appreciation of this honour.

I trust that the buoys leading to this 25 year beacon will also indicate a launching channel for continued success into the 20th century.

*Denis Fastnedge
January 1998-
-President*

THE LAYOUT OF THIS BOOKLET

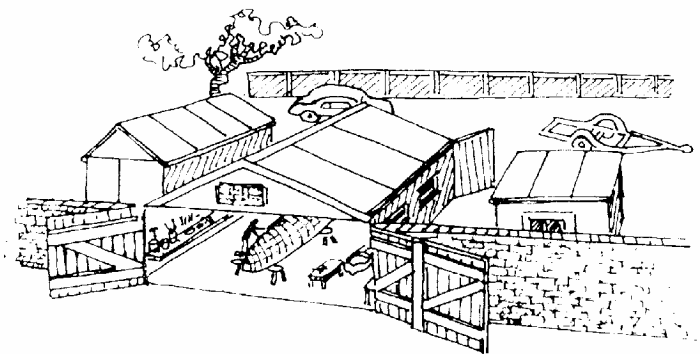
This is an historical outline set out in diary form and is not intended to be a comprehensive record. It concentrates on important dates and events which are considered to have had a meaningful influence on the growth, character and style of the Association. This has resulted in some gaps in months and even years, especially in the later years. Conversely there are periods when considerable space is devoted to specific reports and events because they had an important bearing on the development of the Association. This was particularly the case in the early years.

To keep costs within bounds we have resisted the use of colour. This has resulted in the burgees being in black & white. Readers are reminded, therefore, that the original burgee was orange without a black edge

INTRODUCTION

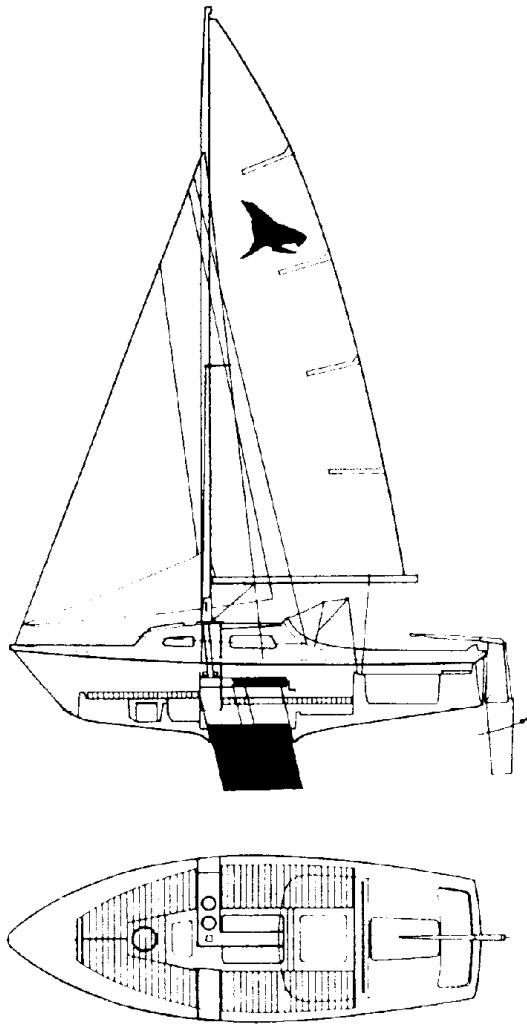
THE 1960's

The situation which gave rise to the formation of the Seal Sailing Association was started way back in the early 1960s when John Baker and his wife Pat were casting around for premises suitable for moulding glass fibre boats. John had caught the 'bug' for GRP moulding after meeting O'Brien Kennedy in India from whom he picked up hints and tips. When back in England, John's first moulding exercise took shape in the garage of Pat's parents in Halifax; hence the eventual need for more suitable premises.



In 1962 they discovered Kenton Forge, between Exeter and Teignmouth, and here John initially flirted with GRP dinghy construction, such as the 'Yachting World Explorer', the 'Urchin' and an assortment of rowing dinghies. Through the 'Otter' dinghy (the Otter river runs nearby) John demonstrated his capacity for quantity production and went on to produce the 'Lark', a design by Michael Jackson, having recognised this craft as one able to fill a gap in the market. The 'Lark' became a popular club racing dinghy and was adopted by a number of university racing clubs.

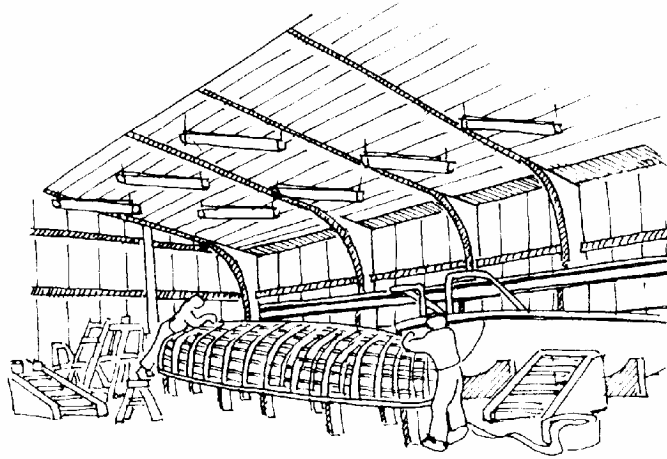
John then wanted to move into yacht construction and had in mind a lifting keel small cruiser. So at the beginning of 1968 he approached yacht designer Angus Primrose. The situation then developed quickly.



THE START OF IT ALL

1970-71 Sail Numbers 1-59; designed by Angus Primrose to a brief by John Baker.

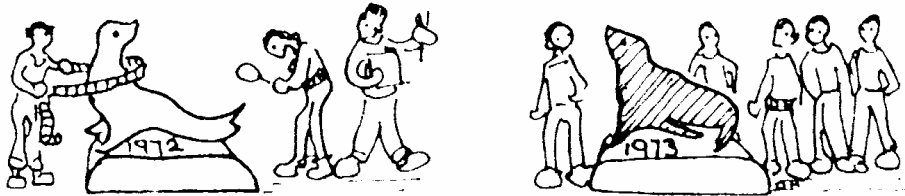
A 4 berth 'weekender' with open plan cabin partly overlapped by the coach roof combined with a large cockpit and separate self-draining helmsman's cockpit; bermudan rig with easy spinnaker; outboard on transom; built by John Baker Ltd.

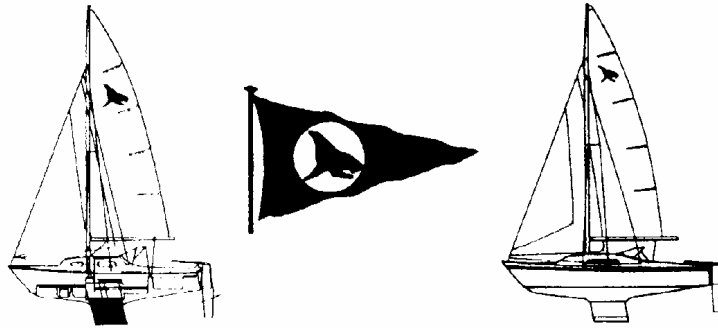


1970-71

59 SEALS Mk.1 WERE MADE AND SOLD AT A NEW FACTORY AT STARCROSS near the mouth of the River Exe. The owners of these early Seals had a lot of queries and they began healthy communication with John & Pat Baker and their 'first lieutenant' Patrick Kelley, providing suggestions and requiring answers to queries. These owners also started contacting each other in their search for information.

It was these informal contacts that led us to assume, for a number of years, that the Association was started in 1972. Subsequently it was decided that the official start point of the Association was January 1973 for reasons which are now explained.





1972

THE SEAL Mk.2 WAS INTRODUCED with modifications by John Baker and the owners of these added to the number of skippers exchanging information and ideas. So when J.B. sent Seal owners an invitation to a meeting to be held at Earls Court on 6 Jan 1973, during the London Boat Show, it was not altogether surprising that the attendance was good.

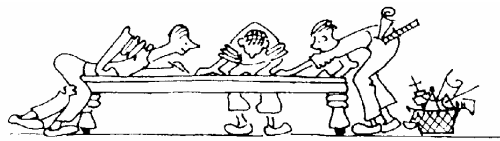
1973

AT THAT MEETING A STEERING COMMITTEE OF FIVE WAS ELECTED to make recommendations for the future objectives, organisation and activities of **A SEAL OWNERS ASSOCIATION**. It was also agreed that owners wishing to join such an Association should contribute £1 each towards the expenses of setting it up. John Baker also offer £50 from John Baker (Kenton Forge) Ltd.

24 MARCH 1973 - Committee Members, Messrs Fastnedge, Milliken & Primrose held their initial meeting on 24th March 1973. Mr Gammans was unable to attend and subsequently resigned. Mr Crumble-holme had withdrawn his nomination. At that meeting the following recommendations were made:-

THE STEERING COMMITTEE'S ORIGINAL RECOMMENDATIONS

1. The Association shall be called the Seal Association.
2. The objective of the Association should be broadly based, and aimed at the promotion of full enjoyment and interest from the ownership of and sailing in Seal class boats.
3. Membership shall be open to Seal owners, their families and regular crews.
4. An Executive Committee of five shall be nominated and elected at the A.G.M. in January 1974. A Representative from each active Seal sailing area may be co-opted. At a subsequent Committee Meeting on 8th December 1973 it was suggested that the Executive Committee could be reduced to three provided there is active communication with the Area Representatives. The final recommendation, therefore, is that the Committee shall comprise a Chairman, Secretary and Treasurer with Area Officers co-opted. The Rules should allow for the expansion of the Committee to five or more if the size and activities of the Association subsequently merit it. Such an alteration would need to be approved at an A.G.M.
5. The organisation should enable Members' interests to be co-ordinated and administered by the Executive with full liaison from Area Officers. Areas recommended cover Chichester Harbour/Solent; Poole/Weymouth; Exmouth/Dartmouth; Fowey/Falmouth; Lancashire/N.Wales; R.Clyde/W.Scotland; Firth of Forth/E. Scotland; Lincolnshire/E. Anglia.
6. Draft Rules of the Association should be circulated in time for ratification at the A.G.M.
7. An Owners Register should be compiled and revised annually in April.
8. A Members News sheet should be issued quarterly.
9. Cruising-in-company by areas should be encouraged.
10. Area Officers should investigate the popularity and requirements of class racing, particularly in relation to establishing a Seal rating.



1973 - BIRTH OF THE ASSOCIATION NEWSLETTERS

contd. It was realised at the beginning and was quickly confirmed by the initial list of founder members (see Appendix B) that with a membership so widely spread throughout the U.K. and very soon overseas, we needed a device to keep members interests, wherever they should be based, and so encourage them to continue their membership. Hence the importance of item 8 in the draft recommendations - "A Members Newsheet should be issued quarterly". It fell to my lot, as chairman of our small steering committee to start the Newsheet going and a modest single sheet start was circulated to 81 members on 20 Aug 73 (see Appendix C). It was stressed that this Seal Association Newsletter, as it quickly became known, was primarily a members' communication vehicle and as the Seal 22 was an entirely new type of small yacht, queries, comments and suggestions on it were expected. This proved to be the case and by the 74/2 issue members contributions were already appearing.

AUG 1973 FIRST ISSUE OF AN OWNERS REGISTER in small handbook form. These early issues of the Register were compiled and produced by Peter Milliken who, as Treasurer, was also acting as unpublished Membership Secretary. Indeed, all of the few original officers were doubling or even trebling in their jobs.

APRIL – JULY 1973 FIRST AREA RALLIES in East Anglia, Chichester & R. Fal.

During the early years the quick acceleration in membership made it essential to organise events afloat and ashore. These were made possible by the enthusiasm of the original and subsequent Area Officers who were quickly acting as local communication centres, especially for the areas remote from the hub of the Seal's birth. Development in S.W. Scotland, Lancashire/Cheshire, Lincs/Norfolk and Suffolk/Essex were good examples of the spread from the more popular Seal coverage in S. Devon, Solent, N. Kent and Christchurch/Poole.



DECEMBER 1973 - MEMBERSHIP REACHES 90 out of 200 sail numbers.

JANUARY 5 1974 - FIRST ANNUAL GENERAL MEETING AT EARLS COURT LONDON BOAT SHOW

Excess of £145 income over expenditure;

Membership Subscription 1 p.a.

Committee Members elected

D. Fastnedge - Chairman/Secretary

P. Milliken - Treasurer/Membership Secretary

A. Primrose - Technical Adviser

Area Officers:

H. Wyatt - Christchurch/Poole/Weymouth Dr
Godrich - Chichester/Solent

J. Baker - to seek Officers for Exmouth/
Dartmouth & N. Devon

D. Fastnedge- to search for E.Anglia/Lincs.

Committee Members: write to members in other areas for nominees.

Dates of 1974 Meetings- March(2),April, June, Sept, Nov.

APRIL 1974 MEMBERS HANDBOOK CIRCULATED

Contents: List of Officers, Events and Committee Meetings,

Rules of the Association - approved by R.Y.A.

List of Members, addresses, boat names in order of sail numbers.

List of Moorings & Sailing Areas by sail nos.

AUGUST 1974 NEW EDITOR FOR THE NEWSLETTER

Mr F Winton Evans of Exeter, Devon has kindly offered to take over as Editor from Denis Fastnedge. He will start with Newsletter no.74/6 (October).

FEB. to DEC. 1974 - SEVEN NEWSLETTERS CIRCULATED featuring:

Rallies: Hardway; Gosport; R.Fal; Brixham; Lymington.

Cruises: Exmouth, round Land's End to Bideford;

Bristol Channel, round Land's End to Fowey;

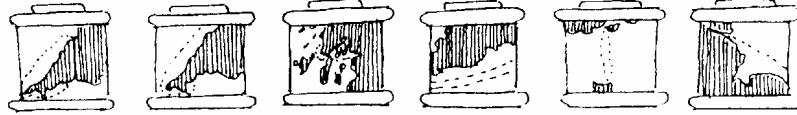
Gourock through the Kyles & Crinan Canal to Oban;

Chichester to Falmouth return;

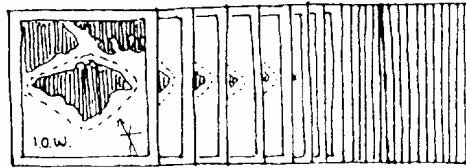
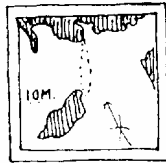
Hamble to Normandy return;

R.Humber round the coast to Chichester.

Races: Kirkcudbright to the Isle of Man and back;
Round the Isle of Wight (The first of what was to become
an annual race).



HARDWAY GOSPORT RIVER FAL BRIXHAM LYMINGTON



CHAIRMAN'S REVIEW FOR 1974 - a real growth year, with the start of many of the activities which have since become the mainstay of the Association

(this review is included as it shows evidence of the style, as well as the deed, which the founders were seeking to establish)

The Seal Association (as it was originally called) was started at a meeting of owners in Jan. 1973. The first year was devoted largely to canvassing for members, sounding out their requirements and publishing the first edition of the **Owners Register**. By the end of that year the membership had reached 90.

With this encouragement it was decided to make a special effort in 1974 to grow the Association into a meaningful operation which would be of real help to owners in promoting enjoyment and interest in the sailing and ownership of Seals.

So a full set of rules was set up; affiliation to the R.Y.A. was sought and granted; the second and expanded edition of the Handbook was published; regular Newsletters were circulated; a good start was made with rallies and cruises-in-company as well as area meetings ashore. Burgees, ties & scarves were made available and a convincing flow of information between owners was started, by letter, by telephone and by meetings between individuals.

Response from Members has been most encouraging and the present membership of 102 out of 257 total sail numbers, of which 4 are based overseas, is a high proportion for any class association. However, the figures alone do not demonstrate adequately the great interest shown by many members in exchanging information, and the enthusiasm they have for working towards the Association's main objective: "to promote full enjoyment and interest in the ownership of and the sailing of Seal class yachts".

The flow of information has resulted in the publication of our **Newsletter bi-monthly instead of quarterly**, as originally envisaged. Diagrams and illustrations which have appeared in the Newsletter have been in demand by non-member owners who have subsequently joined the Association



1974 continued

Behind the scenes is a less obvious but even more important activity: the Association's continuing role as a communication centre for members individually. **Our Secretariat receives some twenty letters weekly** during the season; it's about one a day out of season, from owners wanting information. An equivalent flow continues by 'phone. So far we have been able to provide the information either by drawing on recorded experiences or by putting appropriate members directly in touch with each other to exchange views and experiences. For instance, help has been given in lending trailers and man-power for boat recovery. Indeed one of the attractive features of the Rallies we have held this year has been the opportunity for members to chat about all aspects of 'Sealing' from a wide variety of experiences.

As for Rallies and Cruises themselves we have had a success-full but varied year; varied largely because of wretched weather (not much changes!) and partly because in some parts of the country we have not yet been able to put in the initiative and organisation to get things going. This is a strong pointer for our shorter term objectives next year.

So we believe the Association is well launched and for 1975 we propose concentrating on the improvement of what is already started. In particular, those areas which are already well under way may like to encourage other areas to follow suit. For instance, there are many Seal owners with little sea sailing experience and it is on these that the Association still wishes to focus its help and encouragement.

To succeed in doing this your Committee is having to ask for an increase in subscription. In the first year, John Baker started us off with a very welcome 50. Since then printing and postal charges have soared (again nothing changes!) and to meet our budget for 1975 **the subscription will need to be raised from £1 to £2** per annum, payable by Feb 1.



January 5 1975
SECOND ANNUAL GENERAL MEETING, EARLS COURT

The financial year will, in future, start on 1st October instead of 1st January. The accounts now tabled are therefore for the period 1 Jan to 30 Sept 74 and show a satisfactory position;

Messrs Fastnedge, Primrose and Milliken re-elected;
Duties as previous year, but with Ted Randell co-opted as Sailing Secretary; he was already Area Officer for Devon.

Right from the start the Committee has strongly advised that the dates and venues for committee meetings for the year together with the years events for members should be finalised in early January, preferably at a short meeting soon after the A.G.M. Recommendations made by members at the A.G.M. could then be considered in time to be put into effect for the current year. To this end a provisional list of events should be available for the A.G.M.

In considering events, a cruise-in-company should be listed for a year or two. A number of members have been sailing dinghies and are changing to cruising by means of a Seal. Most of their sailing, except for the adventurous minority, has been confined to the Solent and other relatively sheltered waters. Some of them have asked for cruises-in-company to encourage them to venture farther offshore until they have sufficient experience to go solo.

25 February 1975 - Mr & Mrs BAKER KINDLY AGREED to include, in the cost of new boats, free Association membership for all new U.K. owners taking delivery between 1 Oct and 31 May. For these the Association will receive 2 per boat from the makers; for the remaining months the Association's reimbursement will be 1 p.b.

Five Committee meeting dates were confirmed for 1975.

NEW OWNERS. Thirty sets of a package containing S.A. introduction leaflet, application forms & specimen copies of newsletters sent to Mrs Baker for handing to new owners.

1975 PROBABLY THE MOST IMPORTANT YEAR FOR THE FIRM ESTABLISHMENT OF THE ASSOCIATION WITH A SOLID BASE FOR ITS FUTURE GROWTH

By now the following were well on their way;

Seal 22 Mk.II completed with 116 sold;

Seal 22 Mk.III, sail nos. 177 on;

Seal Sinbad into its second of six years production;

Seal 28 prototype exhibited at the Southampton Boat Show;

14 Newsletters in 3 years well on their way to 132 in 25;

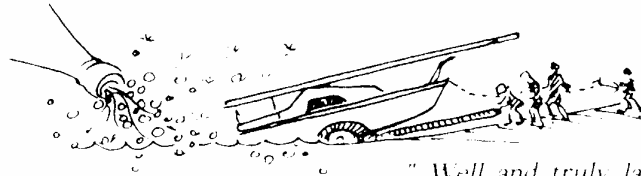
Members Yearbook - 16 pages now - 64 pages by 1998

Membership 110 and climbing;

The principle of Area Officers working well, albeit with gaps;

A healthy 'partnership' established with the makers;

The pattern of events afloat and ashore here to stay:

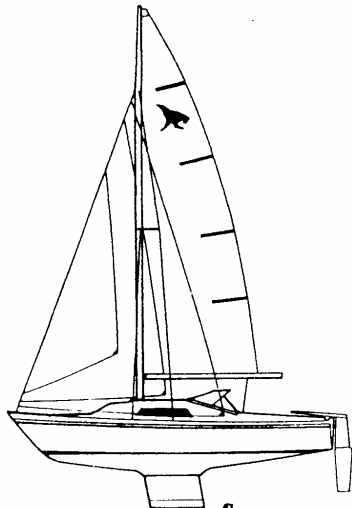


" Well and truly launched"

Having described in detail the start and the first years of our Association and having reached a point where all officers and the majority of members were confident that there was a healthy life ahead for it, we now move to longer intervals so that we can concentrate on the major changes and developments in the remainder of the first 25 years of the Seal Sailing Association.

DEVELOPMENTS FROM THE SEAL MK.1

(as outlined on page 5)



SEAL 22 Mk II

1972-75 Sail Nos.60-176

Security boards added;
Revised cabin layout;
Large forepeak for heads, sail
stowage, inflatable.

*This was the first move towards a
small offshore cruiser.*

SEAL 22 Mk III

1975-80 Sail Nos.177-384
excluding Sinbads.

This third development added
outboard well & lid, optional
forward bunks, improved fore-
hatch, and revised galley layout.
Hull, lifting keel and rig remained
the same on Mks I, II & III



SEAL SINBAD

1974-79, 24 Sail Nos.

This final development had
masthead rig, extended cabin top,
cabin hatchway and higher
coamings which made the 22 into a
full cruiser with more cabin space.
All four of these first Seals
are designed by Angus Primrose
with modifications by John Baker.

THE SEAL 28: A MOVE UP IN SIZE WITH A NEW STYLE OF DESIGN BUT STILL WITH A LIFTING KEEL

1975 SEAL 28 PROTOTYPE AT SOUTHAMPTON BOAT SHOW

The following is an extract from Newsletter 75/4, Aug/Sept. "The Southampton Boat Show which runs from 15 to 20 Sept **seems a good place for Seal owners to foregather.**

Not only are John & Pat Baker exhibiting but they are also hoping to make it the first appearance, afloat on a pontoon, of their new Seal 27 (later - Seal 28), larger brother or sister of the Seal 22 and Seal Sinbad and very much in the modern style of designer Angus Primrose. Advance details appeared in Yachts and Yachting, but for those who missed them, here are the basic facts (see also p.18):-

Overall & waterline lengths & beam: 27.75 ft. 21.75 ft. 9.8ft.

The same principle of retractable keel is employed but this time it weighs 1,000lbs and lowers through a fixed and longer ballast keel of 1,900 lbs giving a minimum draft of 2.5 ft. and a maximum of 4.75 ft. Total displacement is 7,200 lbs which relates reasonably with the total ballast of 2,900 lbs. Then there is the low down weight of the engine, a Sabb 18 h.p. diesel (later a Bukh 20 h.p.). Internal layout, with aft cabin gives six berths, separate heads, galley and chart areas, all very much catering for full families aboard.

Altogether it looks an attractive sailing cruiser and with its masthead sloop rig should be another good performer. Price is likely to be in the region of £8,000 (!), so Seals are certainly moving 'up market'.

1973 onwards

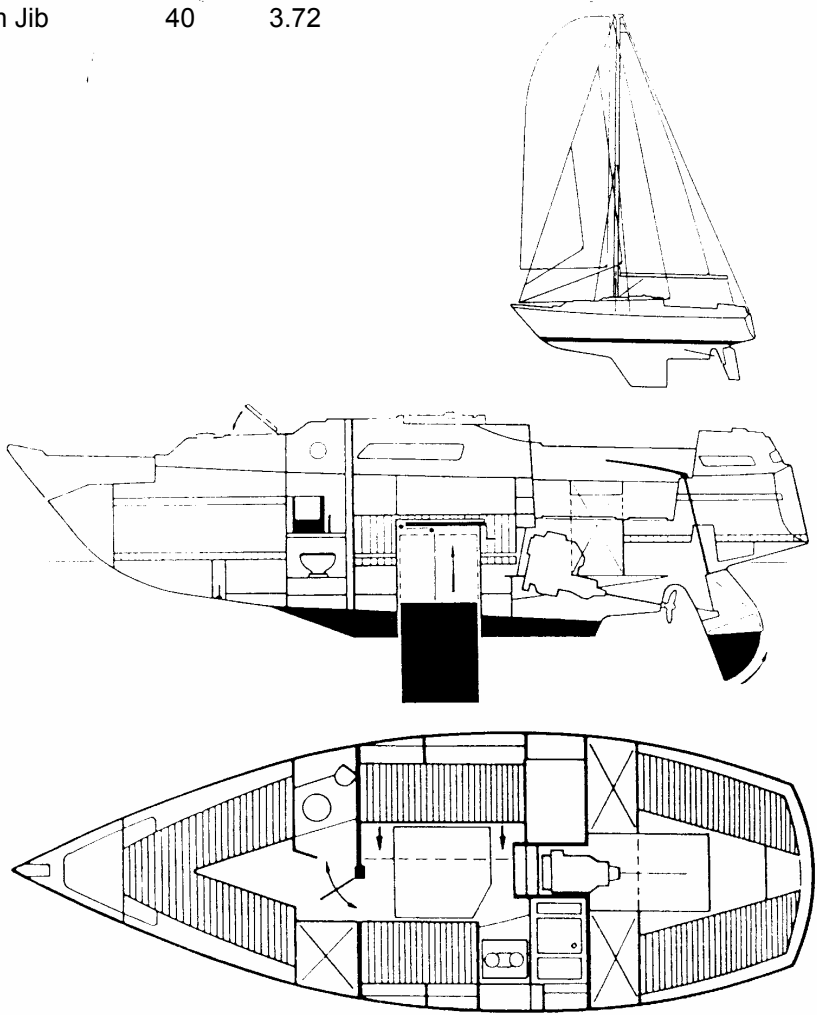
ASSOCIATION REPRESENTATION AT BOAT SHOWS

Mention of the Seal 28 at the 1975 Southampton Boat Show reminds us that, starting with the London Boat Show in 1974 the Association was represented annually at London or Southampton on the stand of the Seal builders by a display featuring the advantages of becoming an S.S.A. member. Usually there was an Association Officer in attendance to help in encouraging discussion among existing members and in seeking new ones.

SEAL 28 Sail Areas (standard rig)

	sq. ft.	sq. m
Mainsail	145	13.47
Genoa	270	25.08
Work Jib	140	13.01
Storm Jib	40	3.72

The fixed keel version
Dimensions as lift keel
(p.17) except for draft



1976-NEWSLETTER EXTRACTS

Events Afloat & Ashore

Solent and S. Devon had successful meetings ashore at the beginning of the year. Afloat, the Solent Area has gone from strength to strength with four well attended rallies, the most enjoyable race round the Isle of Wight and an ambitious 'Westward Ho' cruise to Devon & Cornwall and back. Then they rounded off the season with a de-briefing party for the cruise participants.

We are having less success with collective events in other areas. Perhaps there is a high proportion of 'loners' outside the Solent.

Talking of 'loners' there were a number of offshore solo cruises including three known cross-channel passages. There were probably more unannounced.

Communications

There has been a marked increase in contributions from members for the Newsletter and in 1976 we were able to publish eight 'meaty' issues.

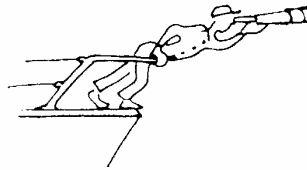
The Owners Handbook, re-published each April, continues to be another mainstay and each year is incorporating improvements and refinements

General enquiries are certainly increasing as well, particularly from prospective Seal buyers as well as some present owners wanting to sell so as to move up in size. What about a Seal 25 John Baker

We are getting a noticeable number of Seal second owners as members. This is another encouraging feature and we repeat our plea for present owners to recommend our Association to any new or existing owners who are not yet members.

The Future

Now that we are well established with an enthusiastic 'hard core' of Sealers and a steady membership of one hundred plus we are confident we shall continue to build on the pattern which has emerged and which I outlined last year.



1977-REVIEW OF THE YEAR

Background

A crucial year of change brought about by the decision of 'Bakers our Makers' to move up the scale with the introduction, in 1975, of the Seal 28 and the Super Seal 26 in 1977. This set some of the 22 owners thinking about bigger boats. In any case, many of those original owners had had their boats for some five or six years and would have been considering a change as their own experience increased and families grew up.

Membership

So quite a number of 22s have changed hands over the past 18 months and this together with the psychological background of the bigger Seals has changed the character of the Association a little

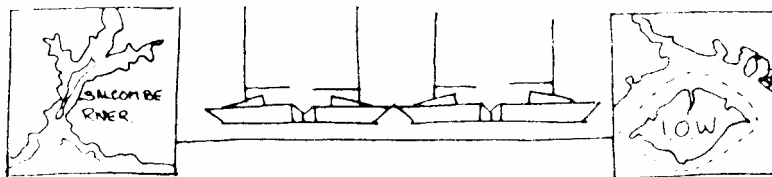
Nevertheless our objectives remain very firmly the same, with the promotion of full enjoyment and interest in the ownership and sailing of Seals together with the organisation of sailing and other activities and the continued provision of a communication centre for all Seal owners.

Total number of all three classes of Seals in the UK is now 253 giving a 45% membership of 114 against 44% last year.

Events

The successful meetings ashore for the Solent and East Anglia areas last year are being repeated next February/March. The race round the I.O.W. with ten entrants was good fun and certainly not too serious. We are encouraging more family entries for it is not a highly professional event but a good 40 mile cruise with a common objective for all.

The 'Westward Ho' from the Solent to Salcombe and back was another success but with fewer participants this year as more members now feel able to cruise on their own. Six of them tackled the Channel crossing, some for the first time



1977 continued

Throughout the season we had the usual number of rallies, but once again these were concentrated in the Solent and East Anglia areas. We certainly ought to be able to re-start a nucleus in Devon and Cornwall and there are now sufficient owners in the North Wales region to warrant a get-together. Perhaps we can get these going at the AGM.

Communications

Ken Waller has done a fine job in taking over the Newsletter and publishing seven issues this year. It remains our most important device and is the only real link with the many 'loners' amongst our membership.

INDEX TO NEWSLETTERS

Noel Stevenson has sent me a most valuable contribution. It is an index to articles published in the Newsletter and it is reproduced so that all members can benefit (Appendix C).

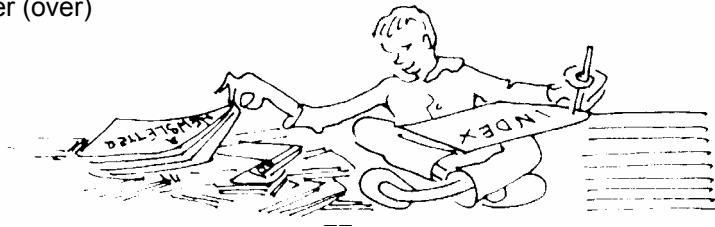
I am sure we shall all be indebted to Noel for this magnificent effort. His accompanying letter follows. - Ken Waller.

"My ancient memory being what it is, my file of Newsletters has become dog-eared as a result of too much thumbing through in search of references. In desperation I have com-plied an index of Newsletters to date and, since you may also have to refer back sometimes, I've made a copy for you. I hope it will be of some use.

The urge to start it stemmed from a search for a reference to a stain remover. I've so far used Chemico to remove brown stain, but though it has not damaged the gel coat it has involved very hard rubbing - too long for a 74 year old! I'm trying to find the recommended Cuprinol product and will report results....."

-Noel Stevenson

-Eureka! NL78/2 has
the answer (over)



STAIN REMOVER - NL78/2

A previous owner of 22 'Fidelio', the late Anthony de Roemer gave us this tip:

"The hot summer of 1976 produced brown discolouration near the waterline on Fidelio Cuprinol was partly successful in removing it, but like Jenolite, was unable to fully wet the area. Boat Life 'Fibreglass Kreme Cleaner' is a jelly-like compound which sticks and has worked. All these preparations contain the de-ruster phosphoric acid, so beware. A wax polish after treatment should last the season."

1977-80 - NAME AND RULE CHANGES

A few of the recommendations made and then adopted at early A.G.Ms became due for revision by the time the Association was five years old.

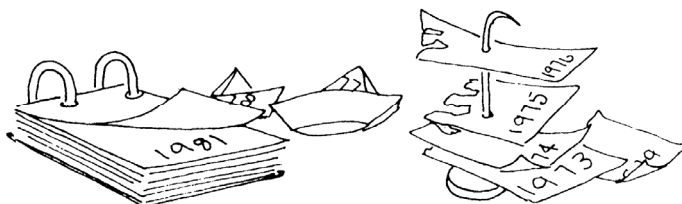
The name 'Seal Association' had become misleading, for we were getting queries from wild life supporters, especially the seal rescue operation in Gweek, Cornwall They hoped we were concerned with the preservation of seal mammals.

This started to worry our committee and gradually we started to use the title "Seal Sailing Association", changing our letterheads, references in the newsletter and other literature. Then at the seventh A.G.M. in January 1980 a resolution was passed "that rule no.1 be changed so that the Association shall be known as the Seal Sailing Association instead of the Seal Association"

Further rule changes are contained in Appendix 'D'

AZAB SUCCESS FOR A SUPER SEAL 26- NL 79/4:6

The Seal 26 'Whisperer', entered for the Azores and back race this year by G D Tatton Brown, not only won its class but also beat the two classes in front.



1978-1980 FURTHER NEWSLETTER EXTRACTS

Area Events

The number of active areas was increased due to enthusiastic leadership from two members. Solent and E. Anglia were bolstered, in Thames Estuary by Ken Waller and, in South Devon where activity was revitalised by Dr David Burgess. Altogether no less than 138 Sealers met together for chat, enjoyment and some planning for the subsequent year. Amongst the events afloat there were two particular successes our Round-the-Island-Race was run as a pursuit event with different start times for the three main Seal classes; then for the August Bank Holiday weekend there was a healthy turn-out for our Annual Chichester Harbour Rally which has developed into a good family occasion.

The Committee

There were two committee resignations to record - Peter Milliken and Geoff Tollett - and the committee was anxious to record appreciation of their great contribution to the Association throughout its formative years. Peter undertook so much work as Treasurer and Membership Secretary from the beginning in 1973 until early 1979.

The wise counsel and 'engineering' accuracy which Geoff Tollett provided in his three years on the committee will also be greatly missed. Harry Wyatt is taking over as Treasurer and Mary Fastnedge will be combining the roles of General and Membership Secretaries. The large part which Angus Primrose played in forming the Seal Association and the moral and technical support he has continued to give has been recognised: he has been made a life honorary member of the Association.

Membership

We reached the 150 mark for the first time and then it quickly rose to 175; these included healthy numbers from amongst owners of Seal 26s and 28s and eleven previous Seal owners who have changed to other craft but were keen to retain their S.S.A. membership.

This increase is doubly encouraging for it coincides with a period when the commercial aspect of yachting is suffering and our own manufacturers have been obliged to trim their operation to counter the worldwide recession.

1980 SEAL YACHT PRODUCTION

John Baker (Kenton Forge) Ltd has closed its Exeter works on the Sowton Industrial Estate to take advantage of increased production facilities at their Starcross works. This will enable work to be concentrated in a single unit, to cope with increasing demand for the Ron Holland Super Seal 26 fast cruiser.

The firm's newest product, a Holland designed Minitonner, will also be built at Starcross.

BOAT SHOW SNIPPETS FROM THE MAKERS

"As usual we all returned from the 1980 Boat Show feeling as if we have done 15 rounds in a boxing ring; which is exactly what our raised platform at the show looked like! In the blue corner was Super Seal, in the red corner Mini Seal! The idea of having a Super Seal sitting flat on the carpet, as if dried out, enabled far more people to see the boat without coming aboard; and of course having such a good stand position must have helped.

The Saturday of the S.S.A. meeting is always a revelation with so many past and present 22 owners on the stand. A number of people who had bought second hand Seal 22s also came to the stand and introduced themselves; always directed to the Association Display Board on the stand of course! On the stand this year were John Baker (himself), Pat Kelley, Allen Brook and newcomer Bill Barrow. All give thanks to our friendly owners and their Association for their support." Patrick Kelley

1980 - April: SEAL ASSOCIATION GUERNSEY SWEATERS

We have just received a small supply of pure new wool, navy blue Guernsey sweaters specially embroidered with the S.S.A. emblem in gold and white. Price 17.75; sizes 34" to 44";

Enquiries to Mary Fastnedge.

Angus Primrose

We heard with a deep sense of shock and sadness, on 29th October, that Angus Primrose was drowned when

abandoning his Moody 33 'Demon of Hamble' for his liferaft during a freak storm off the coast of South Carolina. In addition to being responsible for the design of the Seal 22 and 28 he played a large part in forming our Association, and for the crucial early years gave us invaluable advice and help from his position as a Committee Member. At the time of his death he was still our Technical Adviser and, although he was busily engaged in large projects such as designing the Moody range of yachts and giving support to ventures such as 'Lionheart', he always managed to make time for our modest questions and pleas for help. All the yachting scene will miss him immensely and many of us will also miss him as a delightful friend.

We offer our condolences and sincere sympathy to his wife Murlo and his family

Editor's Note: Angus's widow, Murlo, still has and sails the prototype Seal 22, no. 22/0 'Seal', as listed in our members handbook. Many of the Solent area members will remember that she presented the prizes at the Solent Laying-up Lunch at Warsash in November 1994. She is still an enthusiastic supporter of our Association



1981-May ('81 & '82 were two years of change for Seals & S.S.A.)

BAKER WITHDRAWING FROM PRODUCTION (NL81/2)

It is with great regret, but with considerable understanding, that we hear of John & Pat Baker's reluctant decision to withdraw from boat production. They are currently running down and expect to complete existing orders by the end of May.

However, the 'Seal' name will be continued, for John is intending to arrange a licensing arrangement with another boat manufacturer and until that time he will retain all the moulds at Starcross.

We shall also redouble our efforts to strengthen our own Association and do everything possible to maintain the 'Seal' mark, hopefully with the support of any future licensee.

John & Pat have been producing boats for many years and the rigours of running a small company in a highly competitive market can eventually become too demanding and, in the present difficult trading conditions, not at all rewarding. They have both decided, therefore, to extract from the business on their own terms and to have the time and opportunity to enjoy a new home and new work planting and growing fruit trees, not very far from Starcross.

And who can blame them, particularly as John has had a wish for some years to have land on which to grow things.

They will continue to be involved with our Association on a personal basis and we hope to see more of them in the future especially if John starts making wine! In the meantime we wish them great happiness in their change of direction.

The Association, with the help of the Bakers in the back-ground and our new Technical Adviser (see over), will do its very best to offer advice and provide information to existing and new Seal owners. We shall 'keep things going'. - D.F

NEW TECHNICAL ADVISER (NL 81/2 item 4)

W (Bill) Dixon, who had been Angus Primrose's senior Assistant for a number of years and is now helping to carry on the same business, has kindly agreed to take over as Technical Adviser to our Association. Bill was closely involved with Angus in the design of the Seal 22, 28 & 850 and is, therefore, well qualified to offer advice.

SEAL 26 FUTURE (NL81/3:7)

John Baker has now signed an agreement with G.W. Parker & Son Ltd of Horseshoe Lane, Kirton, Boston, Lincs. for them to build the Super Seal 26.

Bill Parker will be the person most concerned with it and if they tackle it as well as they did the Lark dinghy (previously built by JB), they will make a very good job of the 26

SEEN & HEARD AT THE SOUTHAMPTON BOAT SHOW (NL81/3:5)

The Super Seal shown at Southampton by its new builders, G.W. Parker & Son Ltd was a handsome looking boat in dual blue. It created considerable interest, not only amongst would-be buyers, but also amongst existing Super Seal owners, who spotted a number of small improvements. Bill Parker also plans further detail modifications to go on improving what is already a fine boat

J.B. STILL AROUND THE SHOW AND WITH A NEW BOAT !

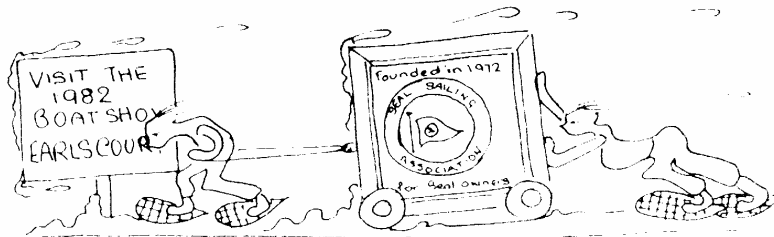
Some of us had a long talk with John Baker 'for old times sake'. He looked and sounded very well and better than he has been for some while past. Asked why on earth (or water) he was showing a boat there, having given up Seals, he explained that the 'Passage Maker 30' prototype had been built for Gerald Tatton-Brown (of AZAB fame in a Super Seal) for the Round Britain Race the following year and that they were using the Southampton Boat Show to gauge reaction to this new boat.

The boat, designed by Tony Castro, is still sailed for fast cruising by John and Pat Baker. It had a number of impressive racing wins and is obviously very fast. When we first saw it we thought it was a stretched Super Seal, but that impression was caused by the cabin top and line, which is very much Super Seal.

1982 - GREAT SUPPORT AT OUR 9th A.G.M. (09.01.82) NL92/1:4

We couldn't have devised a greater test of support and interest even if we had tried, for the day before our meeting at Earls Court was 'white' Friday with the second bout of snowstorms and crippling blizzards. Six of the seven members of the Committee managed to get there, and before the start time of the meeting, they were wondering whether attendance would even raise a quorum. They need not have worried for 27 members, who with family guests made an overall total of 35, arrived to support your Committee.

- Dave Allen was elected to the committee in place of Harry Wyatt who resigned for business reasons.
- Brian Campbell-James was appointed Treasurer.
- Bill Parker, our new manufacturer, was in attendance, so was Bill Dixon, our new Technical Adviser.
- The membership fee was raised 1 to 4.50 which was held at this level for four years - still considered excellent value
- In those days, the foundation year of the Association was considered to be 1972, making this the 10th year. Indeed a car/boat sticker was produced claiming 'Founded in 1972' It was not until a few years later that the formal start year was calculated as the very beginning of 1973



1982 – September

BAKER'S AUCTION SALE OF ODDS AND ENDS (NL82/4:4)

John and Pat Baker are having an Auction for the remaining fittings, items and accessories which they have left in stock for the various Seals. Perhaps 'odds and ends' doesn't do justice, as a description, to the variety of their list for some of the 'lots' are substantial pieces of equipment.

For instance, under Sails there are 8 new or little used mainsails, jibs and genoas; Fittings cover 7 items including a 5 h.p. Brit inboard engine, 3 tabernacles, pulpit and pushpits. General items featured Treadmaster decking, s.s. fuel tank, steaming lights, dodgers, Otter sailing dinghy, outboards, rowing dinghy and a host of very meaningful interior fittings.

Right at the bottom of a long list is a single line which reads:- "AND THE SEAL 22/SINBAD & 28/850 MOULDS"

SOUTHAMPTON BOAT SHOW AND G.W. PARKER & SON

We had a number of 'chats' with Bill Parker and, as a Company, they are healthy, largely as a result of their continuing success with '505' and '470' dinghies. Boats built by them have featured prominently at the top of the results of World and National Championships this year. This has helped a lot to keep their order book full and they seem confident that the future on this side of their business is reasonable.

Orders for the Seal '26' (Super Seal) have been meagre, but there were signs that their Show price of 12,750 might bring better results.

We have asked Bill Parker if he can think of anything we can do, as an Association, to promote more interest in the Super Seal and, we would like to hear from our Super Seal members if they think we are missing any tricks. We have always realised that it is a different type of boat to both the '22" and '28/850'. Have we adjusted enough to cater for the interests of Super Seal addicts? Please let us know.

1982 – September

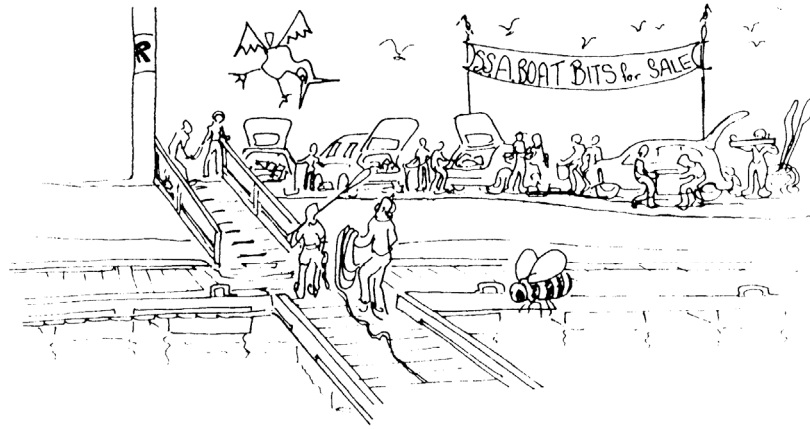
SEAL MINI BOAT SHOW & SECONDHAND SALE (NL82/5)

25th & 26th September

Do please remember, as announced in the last newsletter, that we are holding a mini 'Boat Show' of Seal yachts in Chichester Yacht Basin. We also intend to incorporate a second-hand stall in this event, so sort out any gear and equipment which you may wish to sell.

We also need as many Seals as possible in the Basin so that other Seal owners can have a look round to pick up ideas for rigging, equipment and interior fittings. We also need as many people as possible to turn up, by road if necessary, to make the event a success. There will be a bar and other food facilities at C.Y.C. as well as other services from the excellent chandlers, grocers and clothes shops on site. The 'reporting-in' centre will be on Ted Randell's '28' on pontoon 'R'. It's that yellow job called 'Bumble Bee'. Secondhand equipment will be displayed in the boots of cars parked at the end of pontoon 'R'

Visiting Editor (from Kent) was most enthusiastic after attending the event, in spite of him not having enough home-made wine to put on the secondhand stall. He said 'let's have another' (event). What about it as part of Silver celebrations?



SUCCESSFUL RALLIES DOWN WEST NL82/4

Enthusiasm continues to run high in Devon and Cornwall, largely due to the efforts of David Burgess and some faithful 'regulars' in the West.

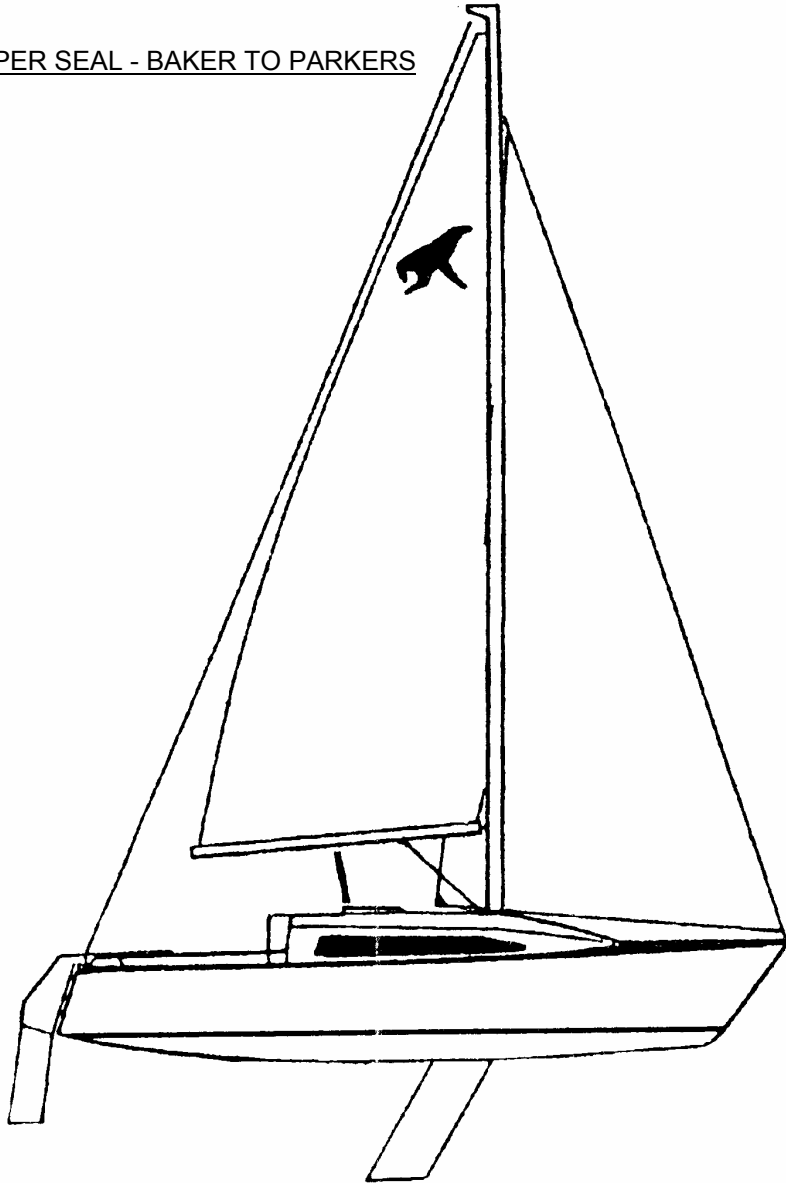
Eleven boats arrived at Dittisham on 24th July for a meal ashore and the inevitable 'Seal' chatter. There were six '22s', two '26s', two '850s' one '28' John and Pat Baker with impressive wheel steering) and David and family in his 'Other Craft'. Dr. Clements had sailed down from Poole for the event and Brian Campbell-James, in his '26' had come solo from Emsworth in Chichester Harbour. Not content with that, however, Brian sailed on further, with Tony Sutton in his Sinbad not quite in company, to Falmouth to attend the Rally there the following weekend, 31st July.

The Falmouth affair centred on a highly successful barbeque up the north end of Carrick Roads at Turnaware Bar, where we were treated to a magnificent and 'white hot' piece of barbeque apparatus off 'Sealoner' which had been sailed down earlier in the season from Chichester via the Channel Islands. Local boats were represented by 'Bliss' a 22, late Mk 1, (Henry and Joan White) from Restronguet another 22 from the same place, 'Corrie' (Margaret Macfarlane and Jack), 'Freya of Mylor' (David and Sandra March) also a '22' and finally 'Sealoner' which Denis and Mary now base at St Just-in-Roseland on the Fal.

Visitors included 'Lucille', a 26 (Jack and Ann Bricknell) in the middle of a two week holiday and normally moored in Sutton Marina, Plymouth, 'Cinnamon', a Sinbad (Tony and Mary Sutton) all the way from the R. Exe and also in the midst of holiday and, of course, that long range single hander, Brian Campbell-James in his 26 'Siola'. Altogether, with families, there were 21 adults and children who all made possible a thoroughly enjoyable evening, in spite of some sorry looking sausages which objected to the initial extreme heat of the barbaque fire (apologies to Henry, Joan and family); later arrivals at the charcoal fared better as we got the hang of the beast.

Postscript: Brian made it back to Emsworth O.K. even though he had to resort to a lot of help from 'Smokey Joe', his new outboard installation.

SUPER SEAL - BAKER TO PARKERS



1982-1988: **A CRUCIAL CHANGEOVER**

On page 26 we highlighted what we then considered as two years of change for the Association and Seal yachts. This was sparked off with the announcement, in the May 1981 Newsletter, of the Bakers' withdrawal from boat production.

A month later this shattering news was followed by the announcement that John Baker had signed an agreement for Parkers to build the Super Seal 26.

With hindsight we now consider that it took some six years for the Association to adjust fully to this major change. We had had ten years developing the Association from scratch into a healthy operation in conjunction with the Bakers. Now we had to change gear to make sure that we could continue to develop the Association for the benefit of its members, in conjunction with a new 'partner'.

Let us emphasize that, from the word 'go' Bill Parker and his brother Dick did everything they could to help and encourage us in continuing our successful ten year run. For instance, one of their first decisions was to ensure that the Seal emblem should continue to be displayed on the Super Seal 26 and any successors to the Seals.

This gave rise to a lot of discussion amongst members with a number of different points of view being expressed and it was not until 1987 that these views were finally laid to rest. In NL87/1 the Editor reported:

WHO ARE WE AND WHAT ARE WE?

At our recent A.G.M. the proposal to change our rules so as to make owners of Parker yachts (*the Parker 27 was introduced in 1987*) eligible for membership of the Association provoked considerable discussion. In particular a few members were concerned that Parker yacht classes not yet built might not be considered suitable to carry the Seal insignia (the new rule wording states that membership shall be open to any present or past owners -and their families and regular crews - of sailing yachts authorised to carry the Seal insignia). We believe that this concern is based on a misconception and the following explanation may help.

The objects of our Association, as stated in the rules are:-

1. To promote full enjoyment and interest in the ownership of and sailing in yachts authorised to carry the Seal insignia (it was previously 'in the ownership of and sailing in Seal class yachts').
2. To organise sailing and other activities.
3. To act as a communication vehicle for members (previously 'for Seal owners').

It is not our role, and never has been, to decide which yachts should carry the Seal insignia. That is the prerogative of the builder who owns the Seal copyright and its insignia. It was previously John Baker; it is now G.W. Parker & Son Ltd. who purchased all the assets of John Baker (Kenton Forge) Ltd

Parkers have been building the Super Seal since 1981 and since then have done a lot to improve it. They have also encouraged and helped in ensuring the continued success of the Association. The Parker 21 has been introduced and shortly, the Parker 31 will be added, both as an extension of the range of high performance, lifting keel yachts. They are using the Parker name for good and understandable marketing reasons, but have decided that the new yachts will carry the Seal insignia to confirm their Seal lineage.

Association members should be encouraged that a reputable builder is continuing the line and that present and past Seal owners will now have a modern choice of new quality boats if they wish to continue with the Seal concept. It is appropriate to remind us all that the success of our Association has been built up from the style and character of what we do and how we do it; not just upon the design of the yachts we sail. For instance a number of original Seal owners (currently 18) have continued their membership even when changing from a Seal to another make of boat. Furthermore, the range of Seal classes so far is such an assortment that there seems little point in worrying about Parker yachts yet to be completed, particularly as we know that they will continue with the lifting keel concept (the main common denominator of the varied Seal designs) and that Parker quality is world renowned.

Anyway, the proposal to include Parker yachts as long as they carry the Seal insignia was approved by a convincing majority.



1986: A HIGHLIGHT YEAR DURING THE 'CHANGEOVER' PERIOD

OFF TO A GOOD START FOR 1986 (NL86/1)

EDITORIAL: We have an exciting start for our 1986 Newsletters. First there is news from Bill Parker of a new Super Seal 31. He also has modifications to the Super Seal 26

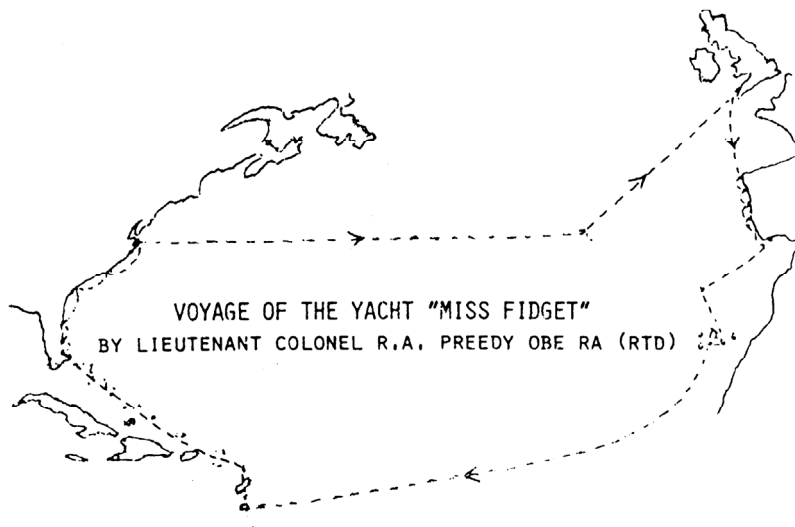
Then we have an excellent article from Colonel Preedy covering his single-handed double Atlantic crossing in his Super Seal 26. This is being serialised, with the first part appearing in this issue.

To these we add a healthy looking membership with subscriptions coming in faster than usual. Have you renewed yours?

Further encouragement comes from the attendance and interest at our A.G.M. in January which was as high as ever with a good spread of representation from all five Seal classes. So, with 'Blue Peter' hoist, we prepare to leave our winter port for a happy season ahead

As 'stand-in' Editor I am particularly glad to report this feeling of resurgence for it is the start of Ted's second year as Commodore.

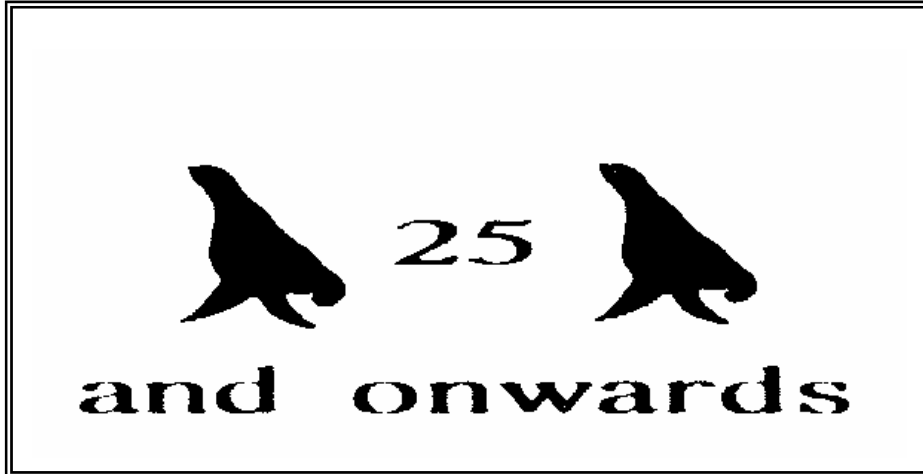
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1986 'CROMWELL' : A STRETCHED SEAL 28 (NL86/5)

Many members are aware of Dr Mike Pilkington's (original owner of Seal 28/26) brave project to design and build a one-off 'Seal 35'. He has updated us from time to time about his hard won progress, starting with the design and drawings by Bill Dixon (successor to the late Angus Primrose who designed the Seal 22 and 28) in 1982. Then moving on to his countrywide search for a suitable builder, Mike finally settled on a yard in Stratford-on-Avon to build it in steel, as a result of which it is now called a Callisto 35.

Four years later, we have another report and some impressive photographs. It is also an appropriate moment, now that the Parker derivatives of Seals are under way, that we publish the latest news of another Seal derivative which is now sailing happily after so much blood, sweat and tears



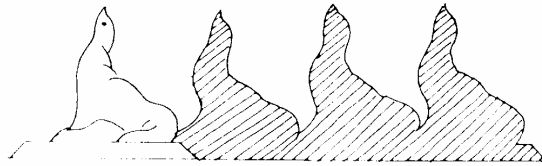
1983-87

AREA AWARDS (Committee Minutes)

These are appropriate years in which to record the introduction and presentation of Area Awards. The proposal to start such awards was raised by the Committee in 1983 and the purpose was to record recognition and appreciation of the work done by Area Officers and members in the Areas. The awards were to be good pottery examples of Seal mammals, mounted on a plinth with a name plate and the facility to record those members presented with the awards each year. Recipients of awards were to be chosen by a sub-committee of two of the national committee members and a senior area member. They were awarded to the association member who lived and/or sailed consistently in the area and who was considered to have made a significant contribution to the association "with a most meritorious sailing achievement or by other notable action or service which was of considerable benefit to the association".

This was discussed in the four committee meetings of 1983 and finally approved at the meeting on 11/02/84 in which "Ted Randell tabled the Trophy (Award) which he had completed for the S.W. Area. It was approved enthusiastically....."

This was the first Area Award and was followed in 1987 by two additional Trophies (Awards), also made by Ted Randell, for East Anglia and the Solent. The recipients of these awards have been published, since 1990, at the beginning of the yearly Members Handbook and the presentations of them continue to play an important part in maintaining motivation in the areas.



1987 HONORARY LIFE MEMBERSHIP FOR JOHN BAKER

At the 1987 A.G.M. it was agreed to offer J.B. honorary life membership of the Association. John accepted this and expressed his thanks. *(He has continued to attend A.G.Ms. regularly even*

1988 ANOTHER CHANGE OVER HIGHLIGHT YEAR

PARKER/SEAL CENTENARY REGATTA (NL88/1)

The Parker family are keen to celebrate in 1988, the founding of the firm by great grandfather 100 years ago. Bill Parker is organising a Regatta and get-together for all owners of Parker built boats, including their world-renowned '505's. It will be at Brancaster Staithe, Norfolk coast over the 4/5 June weekend

1988 June CENTENARY CELEBRATIONS SHOW STYLE (NL88/3)

The Centenary Regatta and Party which the Parker team organised in conjunction with the Brancaster Staithe Sailing Club was a great success.

Above all it demonstrated the team spirit and appealing style which Bill and Dick Parker and their team have infused into the whole of their operation. It is a style and character which we, as a Class Association, are fortunate to have in our builders.

John and Pat Baker, as the initial Seal builders, started us off with a style for our Association which is now the envy of many. How fortunate that, with the handing over of the Seal manufacture to G.W. Parker, we now inherit a different but complementary style to encourage us.

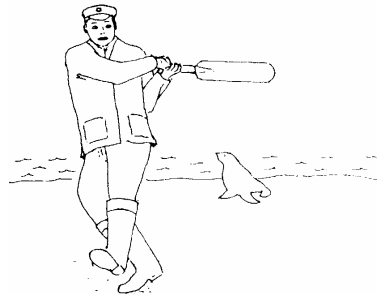
But it's not all style. The new boats-the Parker 27 (successor to the Seal 26), the Parker 31 and 21 - demonstrate the high quality of workmanship, the underlying organisation, design and after-sales service which make the operation a success.

This is not meant to be a 'sales pitch'. It all emanates from two happy and convincing days with the Parker team at Brancaster. -

D.F.

The sign-off sketch is prompted by a cricket match played in the middle of the Wash (at low tide!) by the Rally and Race entrants....

...100 NOT



1988 March - LAUNCHING A NEW FACELIFT FOR OUR NEWSLETTER



Most members acknowledge the important role played by our Newsletter which is received regularly by all members and read with interest by most of them.

The first 36 issues were produced with an electric typewriter and a simple duplicator on white A4 paper, but with the first page pre-printed as a blue 'letterheading' which included a burgee.

Now we are changing to a coloured front & back cover with a prominent cover design. This makes it easier to ring the visual changes each issue with different colours and design symbols.

As always we shall strive to continue keeping quality in the written word as well as improving the visual presentation

1988 SEAL SYNOPSIS (NL/88/1)

In 1986 we published separately a summarised history of the various Seals and the background which led John Baker to produce the first Seal 22 in 1970. We then outlined the development of the Parker boat building business and their reason for taking over the manufacture of the Super Seal and introducing the Seal successors. We have now reprinted it for this issue, adding outlines and captions of each of the yachts.

Since we published that revised edition of

" THE EVOLUTION OF SEAL & PARKER CLASS YACHTS"

it has been reproduced each year in the Members Handbook from 1990 to the current issue, with updated outlines of the boats being added in 1995. Therefore we do not intend to print it again in this Jubilee review, but we wish to record the year in which it was first put together.

1988 A LOOK BACK AT 'THE START OF IT ALL (NL/88/4)

In this change-over period, perhaps we may be forgiven for having another look back, this time to 1971.

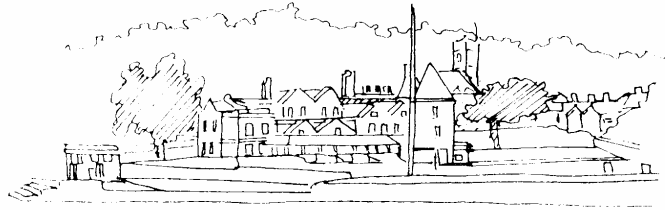
"That was the year when the most popular Seal of all: the '22' - was launched by John Baker, who went on to build 386 of them. Good secondhand '22s' are still sought after and a growing number of our members are second, third, fourth and even fifth owners of this likeable yacht. On the other hand we still have some 19 first owners amongst our numbers and there are probably just as many more who have never joined our Association

Many of the original '22' owners have since moved up to the Super Seal, the '28' and '850'. So there is a lot of nostalgic interest amongst these, in addition to the current 103 '22' and 'Sinbad' members.

With all this in mind, we are reproducing in this issue, the original test report of the '22' (Mk 1) by "Yachts & Yachting" who have kindly given us permission to print it."

We cannot justify the space needed in this booklet for the seven A4 pages of the report, but we do wish to record its existence and if any member really wants a copy, it can be made available for a small fee. Apply to Technical Librarian.

1988 NATIONAL RALLY - JULY 8 TO 10 (NL88/1:4)



A few years ago we augmented our Annual Race round the Isle of Wight with a National Rally at Cowes held over the same weekend. This year it will be from Friday to Sunday July 8-10 with the race being run on the Saturday.

It is gaining in popularity each year with a 'high' in 1987, centred on a boat to boat barbeque, partly because the race was cancelled due to unfriendly weather.

This year we are encouraging boats from other areas to attend. A possibility is for crews to sail to the Solent over the previous weekend, July 1-3 and leave the boat there until July 15/16. We can help with moorings for the fortnight, but it does mean someone acting as car chauffeur /chauffeuse for 2 or 3 weekends unless you use the train service

The easiest way is to fix some holiday to cover the event and the passage there and back. We hear that a few boats from the South West Area are sailing up to the Rally. We do hope others will do the same

1988 ALL MEMBERS CAN HELP WITH THE FURTHER SEARCH FOR NEW MEMBERS (NL88/2)

We have patted ourselves on the back over the success of the flow of new Members but we need more.....We want to do all this (improvements for the service to members) without increasing the cost to members and the only way to do this, without lowering our standards, is to recruit even more members.....If each member could recruit just one new member we should 'be laughing'.

Bill Parker does a great job in coercing new boat buyers into membership and we appreciate his efforts. Now the members need to match Bill's success

1985-1992 A PERIOD OF RE-ADJUSTMENT

The Association had grown, both in numbers (285 members in 1992) and activities. The 'old guard' Executive (please forgive the expression, for I am one of them!) was thinning out and welcome 'newer blood' was coming to the fore.

In NL85/1 it was reported that "We have a re-adjusted team running our Association for, at our A.G.M. in 1985 Ted Randell had been elected Commodore with his wife Susan taking over as General Secretary..... accompanied by other changes amongst the Officers in this and closely following years

The principle behind this re-adjustment stems from the necessity of lightening the load on the Secretariat by dispersing part of its traditional duties to other Committee Members.

So David Allan now adds the role of Sailing Secretary to his duties as Area Officer. This means that he will liaise with other Area Officers to co-ordinate all events afloat and to support them in organising their own area events. He will also be responsible for organising any national sailing fixtures such as the National Rally at Cowes and the Race R.I.O.W.

Geoff Harwood now takes over the recording and distribution of all technical information and publications

Will members please contact the appropriate persons direct rather than send requests via the Secretary

1992 TED & SUSAN RANDELL HAND OVER THE HELM

After a highly successful seven years as Commodore,

Ted Randell is standing down. His wife, Susan, is also resigning as Secretary, after a longer number of years as Membership Secretary and General Secretary. In these positions and in so many other ways they have both been a great support to the Association, and to show appreciation of all their work a presentation was made to them, at the 19th A.G.M of an engraved ships decanter and a bouquet of flowers for Susan

1992 NEW COMMODORE AND SECRETARY

Following the resignation of Ted and Susan, Martin Hopton has been elected as Commodore, with John Coyle acting as interim Secretary

1993 AFTER 20 YEARS WHAT CHANGES HAVE THERE BEEN IN THE ASSOCIATION

Now that we are within sight of the Association's Silver Jubilee the remaining pages are devoted to instances of change which may have had an influence on our operation.

Chief changes have inevitably been in personnel. Appendix A lists all those who have held office in our first twenty five years and here and there I have named a few of them separately. Most of the personnel changes have been the natural succession to fill positions which people could no longer undertake due to other demands and/or length of time in a key position. However, there is one sad change which could not have been foreseen and which I wish to record here

1993 4th September, Newsletter 93/5:

OBITUARY TO DAVID ALLAN

David Allan - Solent Area Officer - who died suddenly on 4th September 1993 was for many years a very active member of the Seal Sailing Association. He first became involved in the Association in 1980 as owner of Seal Sinbad 'Regardseal'. Within two years his enthusiasm led to his election to the National Committee.

It was evident by 1984 that he had a gift for 'getting things done' and he duly accepted the position of Solent Area Officer which he held until his death. During this period he spent 4 years as National Sailing Secretary and also became owner of 'Imagine', his Jaguar 25.

Dave will always be remembered for his hard work and cheerfulness in the arranging of races and rallies; for his assistance to all members especially those new to the Association; for his ability to organise spontaneous events, and for the way his enthusiasm rubbed off onto other people.

Dave died on his boat on the way to the September Rally at Port Solent.

Our condolences to Maureen who also played a large part in the Association

- Ted Randell

1994 BRIAN CAMPBELL-JAMES RESIGNS AS TREASURER

Brian, who was a founder member of the Association, a Committee Member for many years and Treasurer for 12 of those years, has had an important influence on our success and growth. In appreciation of his valuable contribution a presentation was made to him, at the 1994 A.G.M. of a Seal trophy and a personalised 'battle flag' for his boat.

John Coyle succeeds him as Treasurer

1994 PARKER YACHTS & DINGHIES Ltd - NL 94/2

The advertisement on the back cover of NL 94/2 shows the new company name which now indicates its scope. It was previously G.W.Parker & Son Ltd.

1995 APPRECIATION OF THE NEWSLETTER PRINTING AND DISTRIBUTION (1995 A.G.M.Minutes)

In thanking Officers, Committee Members and Area Officers for the work they do for the Association, the Chairman expressed particular appreciation of the role of Peter Davis in editing the Newsletter and of the continuing and vital work undertaken by Susan and Ted Randell in the collating and distribution of the Newsletter and by Nigel Warr in printing it. During their years of doing this work they have been responsible for the production of 52 out the total 132 issues of this essential publication.

1995 PARKER AWARD FOR "YACHT OF THE YEAR '95 -NL95/4

The announcement displayed below appeared in the first Newsletter edited by Mita Barnes - Autumn 1995

CONGRATULATIONS

to Bill Parker

on winning the "Yacht of the Year '95" with the Parker 325

at the recent RYA British Nautical Award Event

Bill reports, too, that the Southampton Show was a success with particular interest shown in the new Parker 275S. Also at the Hamburg Show their Agent advises excellent sales

1994 CONTINUANCE OF THE SUCCESS, THE CHARACTER AND STYLE OF THE ASSOCIATION EVEN THOUGH MANY OF THE PERSONALITIES HAVE CHANGED

In reading again through the considerable volume of Minutes of the National Committee Meetings, the Annual General Meetings, the issues of the thriving Newsletters and the annual Members Handbooks, I am struck, and greatly encouraged by the enthusiasm and the attractive style which still runs through all our activities. The change of personalities has had the advantage of new ideas and suggestions, but they have not changed the personality of the Association.

The greatest influence can be exercised by the Commodore, who is also Chairman of the Committee, and by the builder of the yachts which carry the Seal emblem. After twenty years we are now sailing with only our third Commodore and our second builder. This is, therefore, an appropriate year for me to record my continued appreciation of the leadership and style shown by these two major influences.

BUILDER - G.W. PARKER & SON

1990 saw the introduction of the Parker 275 and three years later the Parker 325 became the new 'flagship' in succession to the 31. These, together with the 21 form a range of which all S.S.A. members should be proud. They are quality, high performance boats, still with the lift keel principle and still with the Seal insignia.

Another part of the Parker influence is shown by Bill Parker, who, for a number of years, was Area Officer for the Wash. His report in NL/88/2 reflects his enthusiasm and support for the Association: "Super Seals have been established in the Wash Area for some years now; and it is still considered by local club sailors to be the hardest yacht to beat in the 30' range.

This season there will be a number of new Parker 27/Super Seals arriving in the Brancaster Harbour; starting with Noel Canvin and partners who have sold their old yacht 'Honey Seal' to club member Tony Cross (subsequently Wash & N. Norfolk Area Officer) - to make way for their new yacht 'Honeybela'.

Mike Swallow and Robin Rowley have also sold their old Super Seal, 81, in Wales - to be replaced by 'Pied Piper'. Finally, a newcomer to the class will be David Bartram and family in 'Crackerjack' - thus making five 27s (and members) in the Harbour, together with a Seal 22, Parker 21 and my own demonstrator Parker 31.....Local Super Seal ('Sarissa') owner, Frank Panter, has started his own sailing school, called 'Seal Sailing' and offers R.Y.A. courses up to Yachtmasters, based in the Wash and North Norfolk area.

Several Seal yacht owners are planning extended continental cruises this year. These, together with a busy club racing programme, make us hope for that long awaited perfect sailing summer.

Bill Parker, 31/2.

1994: RECOMMENDED YACHT INSURANCE

A note under item 8 of the 05/02/94 Committee Minutes recommends another insurance company to run in tandem with our existing arrangements. This reminds me that in the early years, our Association negotiated special insurance cover for our members with Navigators & General Insurance.

At one stage 50% of our members were taking advantage of this and the speedy settlement of the claims made, together with the favourable premiums, encouraged continuation with N & G. The resulting insurance commission is also of real benefit to the Association's income

1991-1997 THE R.I.O.W.R AND OTHER ASSOCIATION RACES

The Association's Race Round the Isle of Wight was started in 1975 largely to encourage participation by members and families who had not raced at sea before. There were race regulations and organisation commensurate with safety and race control, without the discouragement of too many rules and details. When Walter Brown took over as Sailing Secretary it was time to update the rules and regulations. These were enhanced annually and in 1996 the S.S.A. Standard Sailing Instructions were included in the annual Members Handbook

1990-1998: THE MAINSTREAM OF THE PARKER YACHTS

These years indicate that we are not far away from the end of this diary synopsis of the first 25 years of the Seal Sailing Association and the yachts bearing the Seal emblem (see Members Handbook p.3). So as we prepare to sign off it is an appropriate place to include outlines of the Parker yachts in



current production, for they are likely to play a prominent part in the Association's ongoing growth and success.

The '275', Parker produced from 1990-on, is derived from the Ron Holland Super Seal 26 built by Baker in 1978-'82 and then Parkers in 1983-'84. After modification, it became, first, the Series II version built by Parker from 1984 to '87, and in 1987 it was named the Parker '27' with increased headroom and other internal modifications. A complete new hull and deck design, giving 6' headroom and more internal space made it into the '275' in 1990.

The origin of the '21' lies in another Ron Holland design, the MiniSeal, originally built by Baker in 1980 and then developed by both Baker and Parker with extensive modifications by Parker in 1986 and '89.

The antecedents of the award-winning '325' lie first with the 31' "Passage Maker" designed for John Baker in 1981 by Tony Castro. Then it was much modified to become the Parker '31' in 1987. Further development by Parker turned it into the '325' in 1993.

EPILOGUE

Three of us were asked to act as a 'back-up' team to Denis to support his task of compiling this book-let: three long-standing members who had been or still are officers of the Association - Ted Randell, Geoff Harwood and Walter Brown.

It fell to my lot to read the script and view the layout well in advance of closing for press. I have been able to make a few suggestions which Denis has readily incorporated, but there is one omission which is more appropriate for me to make good - to refer to the outstanding job he did in establishing the pattern for the formation of the Association and then playing a major role in developing it into a sizeable and respected operation.

I, and my wife Susan, took over from Denis and Mary Fastnedge in 1985 as Commodore & Secretary respectively, the four of us having worked together on many of the duties for several years; in fact it was twenty years ago when, having purchased my Seal 22, I first met Denis in Exeter, where I was living. His enthusiasm for Seal boats and ideas about a sailing association influenced my decision to become the first area officer for the South West. That enthusiasm and vision have never waned (as can be seen most recently in the design & production of this Silver Jubilee booklet!).

When I moved from Exeter to Chichester in 1975, I had the privilege of helping to form a National Committee which included Denis as Chairman, Mary & Angus Primrose. During this enjoyable and stimulating time I gained an insight into the organisation and management of a national sailing association. I came to recognise that the success of the Seal Association (as it was then known) depended on the driving force behind it and the strength of the committee working as an efficient team to promote the interest of its members.

It was Denis that proposed that I should succeed him in 1985 and who continued to support me with advice and encouragement. He has established a pattern and displayed an enthusiasm which the association intends to continue into the future.

I have asked to write this epilogue to record what he and Mary did in getting it all going. I am also asking Martin Hopton, who took over from me in 1992, to add his own views.

-Ted Randell: Commodore 1985-1992

* * * * *

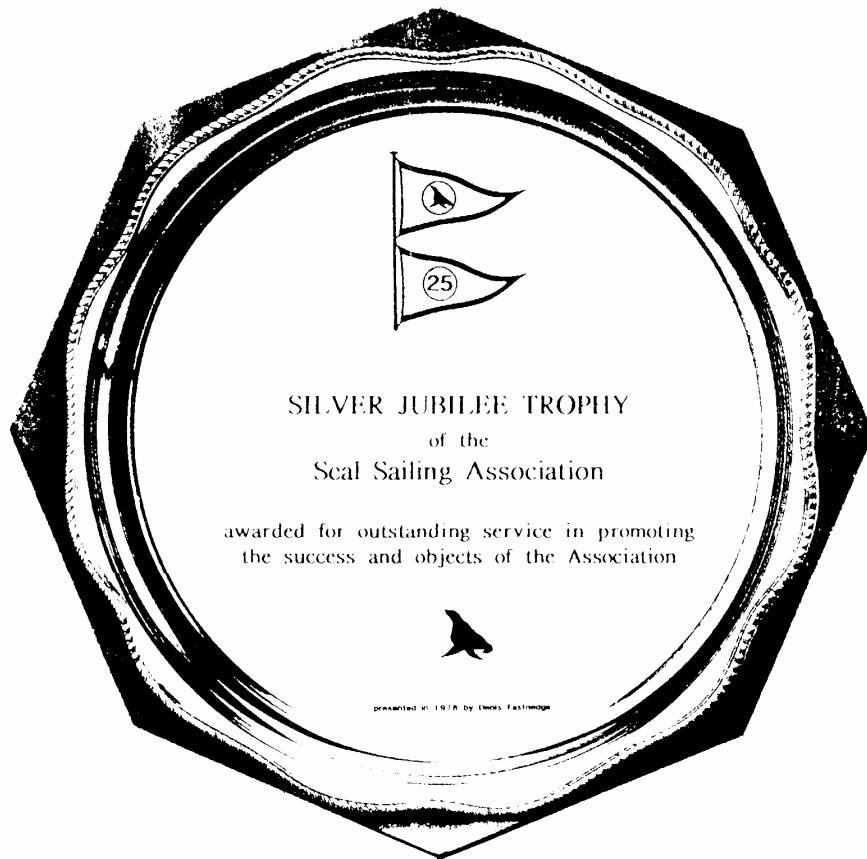
Not being one of the early members of the Association I was fortunate to be able to draw on the experience and assistance of my predecessors. Ted agreed to remain on the Committee in an ex-officio capacity and, with Denis as President, continuity was assured. Organising a national Association is very much a team effort and our success can be attributed to the hard work of all the Committee Members and Area Officers.

With the continued support of Parker Yachts and their exciting new lift keel boats, the membership passed the three hundred mark in 1996. The newsletter continues to thrive under its present editor, Mita Barnes, and yachts sailing under the Seal emblem attract attention wherever they go. Complimentary reviews on the Parker 275 & 325 'Yacht of the Year 1995' appeared in the yachting press, which assisted sales at home and in Europe. A recent article on the Seal 22 helped to sustain interest in the original boats & attract new members.

In our Jubilee year there will be a full programme of activities both afloat & ashore. A special Seal pennant will be carried by a relay of boats around the coast starting near the Parker factory and finishing with a cruise in company and rally in the R. Exe, home of the Seals & John & Pat Baker. Denis is donating a Jubilee Trophy (see over).

-Martin Hopton: Commodore from 1992



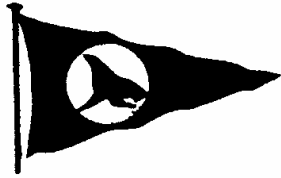


THE REPRESENTATION OF THE NEW TOPHY

(about half size)

The trophy is a nine inch silver plated salver inscribed with the wording, burgees and emblem shown above. It is mounted on an octagonal oak plinth with each face of the octagon large enough (3" x 2") for silver plates. The title of the trophy is repeated on the front plate and the names of the subsequent recipients will be etched on the others.

LIST OF APPENDICES

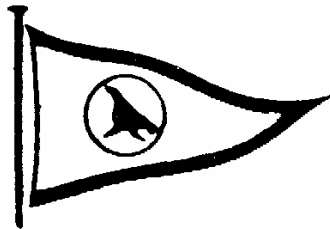


A(!) List of Officers and other Key Personnel since 1973

B(1) Founder Members: reproduced from the first (1973) Owners' Handbook.

C(3) Index to the first 41 Newsletters (nos. 73/1 to 79/6).

D (3) The original Rules and their subsequent modifications



APPENDIX 'A'

DIRECTORY 1973-98

All listed in chronological order

<u>President</u>	Denis Fastnedge
<u>Commodores</u>	Denis Fastnedge, Ted Randell, Martin Hopton
<u>Vice Commodores</u>	Ted Randell, Walter Brown
<u>General Secretaries</u>	Denis Fastnedge, Mary Fastnedge, Susan Randell, John Coyle, Jenny Davis.
<u>Treasurers</u>	Peter Milliken, Harry Wyatt, Brian Campbell-James, John Coyle.
<u>Membership Secs</u>	Peter Milliken, Mary Fastnedge, Susan Randell, Jenny Davis
<u>Sailing Secretaries</u>	Ted Randell, David Allan, Denis Fastnedge, Walter Brown
<u>Technical Librarian</u>	Geoff Harwood
<u>Technical Advisers</u>	John Baker, Angus Primrose, Bill Dixon, Bill Parker.
<u>Committee Members</u>	Denis Fastnedge, Angus Primrose, Peter Milliken, Mary Fastnedge, Laurence Coe, Geoff Tollett, Harry Wyatt, Ted Randell, Brian Campbell-James, Ken Waller, David Burgess, David Allan, Geoff Harwood, Susan Randell, Peter Hill, Denis Meneely, Colin Savage, Walter Brown, Martin Hopton, John Coyle, Conor Wall, Vernon Pell, Philip Linsell, Jim Payne, Peter Davis
<u>Newsletter Editors</u>	Denis Fastnedge, Winton Evans, Denis Fastnedge, Ken Waller, Denis Fastnedge, Peter Davis, Mita Barnes
<u>Area Officers</u>	Colin Crawford, Noel Stevenson, Peter Davey, Laurence Coe, Ian Harrison, Harry Wyatt, Ted Randell, Ken Waller, John Godrich, Eric Shaw, John Goodall, Pat Price, David Burgess, Paul Watton, Jack Bricknall, Mary Sutton, David Allan, Maurice Ratliff, Bill Parker, Peter Roberts, Colin Leach, George Howard, Mike Swallow, Alan Wilson, Frank Murrells, Tony Cross, Neil Palmer, Peter Davis, Philip Linsell
<u>Regalia Supplies</u>	Denis Fastnedge, Mary Fastnedge, Maureen Allan, Christina Brown

APPENDIX 'B'

FOUNDER MEMBERS

Reproduced from the first Owner's Handbook published 1st August 1973

Sail No.	Boat Name	Owner's Name	Sail No.	Boat Name	Owner's Name
1	ELsa	Alan Stafford	89	Amaryllis III	W E Simmons
2	Seal	Angus Primrose	92	Roving Seal	Peter Milliken
4	Blue Seal	J N Saunders	95	Jemima	E Bagley
5	Sarabande	J D Evans	97	Springtime	John V Gough
8	Misty	J Taylor	100	Sweetrho	Rey Noel
9	Celia	R G L Palmer	101	Stiltskin	A M Dowding & C Whitehead
10	Quickseal	A T Servis			T Stiff
11	Dunlin	Brig. G H Cree	106	Brani	Martin Hudson
14	Emma Jane 111	F R Alesworth Gordon	107	Mycelium	N A Farnar
17	Samaro	Coton	111	Nimanoa	D E Wakeling
18	Romana 2	R L Offley	114	Pamela Jane	R Aston
19	Saluki	Kenneth Purdom	115	Pip It II	Geoff Tollett
22	Grey Seal	J G Vessey	118	Evelyn	Kingsley Cruise
25	Jolly Potter	M E Colclough	120	Dino	A S Conner
27	Amy	R E Kibblewhite	121	Great Expectations	Cmdr Peter Cardale RN
30	Flipper	R Crumbleholme	122	Jenny Mudge	J B Campbell-James
34	Tanya	T D Guilbert			P L Bell
36	Pied A Mer	J R C Freeman	123	Silver Seal	H M Doe
37	Sundance	John L Goodall	125	Laughing Gull	J C West
40	Kotick	S R Cath	127	Seal Morning	L J Coe
41	Padda	L Bruce Miller	128	Kotick	Donald Clark
43	Merganser	Cmdr: J K Conder RN	129	Grey Seal	N J Crocker
50	M.E.P.	I S Harrison	131	Pegasus	Fenwick Atkinson
54	Sealark	Peter A Davey	132	The Windhover	R I Penlington
55	Maid of Merton	William G Hart	135	Kekeno	V John Morris
56	Scandal	Col. J P Ferry & M N Wells	137	Nibbo	G J White
			140	Heronita	H Stevenson
58	Tweedle-D	Dr R D Smith	142	Moody Blues	M C Copsey
59	Bliss	H White & M Bodley	144	Selkie	Ewen McEvem
60	Iolanthe	John C Needham	145	Mehalah	M Holdsworth
61	Keskedee	G M Leather	146	Leumadair	Maj G L Noel & P Muskett
62	Mary Anne	Dr J D Hardy	151	Petrina	Dr J Godrich
64	Roma	D L Amor	154	Tulena	C I Crawford
65	Greyseal of Corfe	Lt.Col.C E Bowden			
66	Sneaky Seal	J Tunstall	158	Flipper XIII	
68	Marty II	J Parsons	164	Azarashi	
69	Shazami	I M Clark			
71	Pipe Dream	Peter Scott			
72		C G Gammans			
74	Pinafore	M I C Bain			
81		R C Connor			
83	Sealark II	Denis Fastnedge			
84	Ariel of Wick	Harry Wyatt			
87	Atlanta	R C Connor			
88		G R Evans			

81 founder members (77 Boats) in only seven months after the official founding of the Association; a very encouraging start.

APPENDIX 'C'

INDEX TO THE FIRST 41 NEWSLETTERS
(nos. 73/1 to 79/6)

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The compilation of this index was such an achievement and, by someone well into his seventies, should like to repeat the reference to it on page 21
Ken Waller, newsletter editor at the time, wrote:

"Noel Stevenson has sent me a most valuable contribution It is an index to articles published in the Newsletter (the first 41 of them) and it is reproduced so that all members can benefit I am sure we shall all be indebted to Noel for this magnificent effort His accompanying letter reads:

"My ancient memory being what it is, my file of Newsletters has become dog-eared as a result of too much thumbing through in search of references. In desperation I have compiled an index of Newsletters to date and, since you may also have to refer back sometimes, I've made a copy for you....."

WHO WILL COMPILE AN INDEX FOR THE REST?

(I don't qualify at over 80!-DF)

APPENDIX 'D'

THE RULES OF THE ASSOCIATION

These are the original rules of the Association, approved in general meeting and by the R.Y.A. First published in the 1974 Owners Handbook. Any later modifications are printed under the appropriate section in italics, with the start year.

1 NAME

The name shall be known as The Seal Association, and the burgee shall consist of a solid black silhouette of a seal mammal within a solid white circle on an orange background.
.....as The Seal Sailing Association,..... background, edged all round with a black band (Previously it tended to be confused with the 'Q' flag - see p.2). (1978.

2. OBJECTS

The objects of the Association are:-

i. To promote full enjoyment and interest in the ownership of and sailing in Seal class yachts
.....of sailing yachts authorized to carry the Seal insignia. (1987.

ii. To organise sailing and other activities.

iii. To act as a communication vehicle for Seal owners
.....for members. (1987

3 MEMBERSHIP

i. Membership shall be open to any present or past owners, part owners, their families and regular crews
.....present or past owners and part owners of yachts as stated in (2i) above. Families and regular crews of these owners shall also be eligible for membership. (1987.

ii. Members shall be entitled to vote, serve in office, and generally participate in all activities of the Association.

iii. Applications for membership shall be made on the official form and shall be returned to the Treasurer, accompanied by the appropriate subscription.
.....to the Secretary..... (1979

iv. The Association may extend honorary membership for life to anyone who is deemed to have contributed in a particular way to the Class or Association. Proposals for honorary membership shall be submitted to the National Committee and ratified in general meeting. Such membership shall carry all benefits of full membership.

v. *The Association may appoint as President a person who has made an outstanding contribution to the Association over a number of years. Proposals for such an appointment shall be submitted to the National Committee and ratified in general meeting. A President shall have all benefits of membership and, if required, shall act as a consultant to the National Committee. (1985 addition.*

4. SUBSCRIPTION

- i. The annual subscription payable on joining and on 1st February in each year shall*and on 1st January*.....(1980
be of such amount as shall be recommended by the National Committee from time to time and agreed in general meeting.
- ii. Members joining after 1st October in any year shall not be required to pay an additional subscription for the following year.
- iii. The membership of any Member failing to renew his or her subscription within one month following the renewal date shall be deemed to have lapsed.

5. EXECUTIVE

- i. The Association shall be managed by a National Committee of not more than seven*not more than nine* (1991
and not less than three elected members, including, as a minimum: Commodore, Secretary and Treasurer. Additional Officers covering Vice-Commodore and Sailing Secretary may be elected as the requirements of the Association dictate.
- ii. Officers and Committee Members shall be elected at the Annual General Meeting to hold office from the conclusion of the Meeting at which they were elected until the conclusion of the following year's Annual General Meeting.
- iii. Nominations for office and committee shall be submitted to the Secretary not less than 14 days prior to the Annual General Meeting
than 28 days.....1977
Such nominations shall bear the signature of the Proposer, Seconder and Nominee and shall state the post nominated for. Existing Officers and Committee members may offer themselves for re-election.
- iv. In the event of there being two or more candidates for the same vacancy, a postal ballot shall be held. Nominations shall be submitted to all fully-paid-up Members, accompanied by a voting slip, not less than 21 days prior to the Annual General Meeting. Votes shall be counted at the Annual General Meeting.
- v. Should, during the term of office, any Officer or Committee Member resign or otherwise terminate his or her membership, the vacancy shall be filled temporarily through appointment to the Committee. Such appointment shall terminate at the Annual General Meeting and be filled in the normal manner.
- vi. The Committee shall be empowered to appoint, ex-officio, Members for specific duties, including that of Area Officer and Editor.

6. ANNUAL GENERAL MEETING.

- i. Shall be held between January 1st and February 1st each year.
- ii. Notice of such General Meeting shall be given to all fully-paid-up Members not less than two months prior to such Meeting and shall be accompanied by details of vacancies and of Officers and Committee seeking re-election.
- iii. An agenda, minutes of the preceding Annual General Meeting, nominations for committee and office, proposals for changes of rule, and a statement of accounts shall be submitted to all fully-paid-up Members not less than 21 days before such Meeting.
- iv. A Member may exercise his right to vote without attending the Annual General Meeting by appointing another Member as proxy, subject to having informed the Secretary of his intention to do so, and having given a written authorisation to the Member acting on his behalf.
- v. The Chairman shall have the casting vote in the event of an equal vote for and against an item.

7. EXTRAORDINARY GENERAL MEETING.

- i. May be called at the request of the Committee or at the signed request of not less than 10 Members of the Association, accompanying such request to the Secretary with the reason for such request.

- ii. Business shall be restricted solely to that item, or items, for which the Meeting has been called to discuss.
- iii. Not less than 28 days notice of the date, time and venue and items for discussion shall be given to all fully-paid-up Members.

8. COMMITTEE MEETINGS

Shall be held as and when required. All Officers and Committee Members shall be given not less than 14 days notice of such Meeting.

9. ACCOUNTS

- i. Subscriptions and all other payments shall be submitted to the Treasurer. All cheques, money orders etc., shall be made payable to "The Seal Associationto *The Seal Sailing Association (1978* and crossed '& Co'.
- ii. The Association's financial year shall be from October 1st to September 30th.
- iii. The Association's Bankers shall be The National Westminster Bank Limited, 45 North Road Branch, Lancing, Sussex BN15 9AT*shall be decided by the National Committee. (1991 after a number of bank changes.*
- iv. Cheques paid out on behalf of the Association may be signed by any two of the following Officers:- Commodore, Vice Commodore, Honorary Treasurer or Honorary Secretary.
- v. It shall be the duty of the Honorary Treasurer to keep a complete and accurate record of the Association's finances. The Treasurer shall produce at each Committee Meeting a statement as to the Association's current finances, and at each Annual General Meeting shall produce a current balance sheet that has previously been audited by the Honorary Auditor and also a full financial statement for the preceding year.
- vi. An Honorary Auditor will be appointed whose duty it shall be to audit the Association's accounts.

10. ALTERATION OF RULES.

- i. Any alteration to these rules shall be made in General Meeting.
- ii. Proposals for changes of rules shall be submitted to the Committee.
- III. All fully-paid-up Members shall be notified of any proposals concerning changes of rules as in 6.iii.

11. YACHTING ASSOCIATION

This Association shall be affiliated to the Royal Yachting Association.

12. LIABILITY

Neither the Seal Sailing Association nor any of its Officers, Committee or other Representatives shall be held liable for any damage, loss or injury from any event or activity organised by or on behalf of the Association





Published by the National Committee of the Seal sailing association

Compiled & Edited by Denis Fastnedge

Drawings & Illustrations by Ola Howard and Denis Fastnedge

Printed by R.T.Gray

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