

HUNTER'S YARD



Newsletter of the Friends of the Hunter Fleet



FHF Picnic, September 2011

(Picture by Jennifer Mack)

In this issue

Editorial - Christine Wall 2
The Chair Types - Les Gee 3
Jim Searle- 4
Membership News - Jennifer Mack 5
Friends Write 6

From the Yard-Ian Grapes 8
Sailing Picnic, 2011-Jennifer Mack 10
Green Boat Show-Philip Bray 11
Autumn "Hustle"-Jim Fyfe 12
Trompys & Pilkers Guide 13
Junior Hunters 14

Friends of the Hunter Fleet Committee Members

Chairman

Les Gee

Mulberry Hill, 44 Norwich Road
Stoke Holy Cross, Norwich NR14 8AB
Tel: 01508 495059

Vice Chairman

Rodney Longhurst
Tel: 01603 453889

Committee Secretary/NHFT Trustee

Philip Bray
5 Westfield Road
Swaffham, Norfolk PE37 7HE
E: philip.bray@huntersyard.com
Tel: 01760 725931

Membership Secretary/NHFT Trustee

Jennifer Mack
The Old Rectory
Antingham
North Walsham, Norfolk NR28 0NW
E: jennifer.mack@huntersyard.com
Tel: 01263 833375

Treasurer

Peter Wall
Flycatcher, School Road
Ludham NR29 5PF
E: peterwall@keme.co.uk
Tel: 01692 678060

Chairman - NHFT - Bryan Read

E: bryan.c.read@btinternet.com
Tel: 01603 454281

NHFT Yard Manager - Vikki Walker

E: vikki@huntersyard.com
Tel: 01692 678263

NHFT Trustee - Paul Stevens

Tel: 01692 678210
Jean Gee
Tel: 01508 495059

Neil Hopkinson
Tel: 01455 203167

Derek Herriott
Tel: 01692 631387
Pio Altarelli
Tel: 01986 895559
Linda Aspland
Tel: 01953 457835

Editorial

Welcome to Issue 43 of the Newsletter.

How time flies It doesn't seem 5 minutes ago that I was, with Zoe's assistance, putting together Issue 42.

In this Issue we have a "first". This is the first Friends Newsletter to have a children's page (see p.14) I have called the page "Junior Hunters" ,but I expect that there are some young Friends out there who can think of a better title than that. Please send me your suggestions for a title for the children's page. I am sure a prize or two would be forthcoming for the most entertaining or most original title.

We had a lovely day for the sailing picnic this year (see Jennifer Mack's photos of the event, p.10) and beautiful weather following the event. Both ourselves and Jim Fyfe and his friends sneaked a final few days on the river before the boats came out of the water (see Jim's .account on p.12.).

Elsewhere there is another excellent "Report from the Yard" this time produced by Ian Grapes, who relates a cautionary tale from yesteryear.

Wishing you all a Happy Christmas and many enjoyable sailing days in 2012.

Christine

COPY DATE FOR NEXT ISSUE: 1 February 2012

Newsletter editor:

Christine Wall
Flycatcher
School Road
Ludham NR29 5PF
Tel:01692 678060

The Chair types...

What wonderful weather we had for the Friends' picnic. The sun shone, the wind was light and warm and the whole day so different from last year, when the wind howled, *Sapphire*, with two reefs, had water half way up the cabin windows and only the hard work of the yard team, in towing boats back to the yard, prevented major damage.

On the subject of damage, I was walking the dog and, as I passed the yard, saw Ian giving *Wood Rose*, what my father would have called, "a couple of good coats of looking at". I was shocked to see that poor *Wood Rose's* port cabin side looked as if it had received a broadside from a ship of the line.

Closer inspection revealed that the damage comprised two portholes knocked into one and a gaping split over the whole length. To me it looked like a major total replacement job.

When Ian told me that she was due out at the end of the week, it seemed a hopeless case, but he did have a bag containing some of the missing bits, so I left him commencing work on a complex jigsaw puzzle, without benefit of a picture.

Returning with the dog, from our walk, just to see how Ian was getting on, I was amazed to see that, with the exception of a few missing pieces the cabin side was looking almost complete with all of the splintered fragments neatly in place and the long split closed up tight by sash cramps. A little work with a router, said Ian, would soon see graving pieces let in to fill the holes and indeed, a day or so later, another visit confirmed this.

John had, by then, let in the necessary graving pieces and the whole cabin side

needed only a touch up with stain and a few coats of varnish, then, once the window frames were replaced, the job was certainly good for the rest of the season. I never cease to be amazed at the ingenuity and skill of the team at the yard.

I know how the fleet is admired and, indeed, loved by many, perhaps I should say most of the Friends. Any damage to the boats seems like sacrilege, particularly if caused by an avoidable accident and most accidents are avoidable.

Understandably, letters to this effect have been received from concerned Friends. (see p.6.) However, Hunters Yard was designed as a commercial enterprise, the yachts were designed to be suitable for slightly less experienced yachtsmen, hence, no bowsprits, the use of self acting jibs and the possibility of damage expected and to some extent provided for by strong construction, the use of good, durable materials and by the level of skill of the boat builders.

It goes without saying that when Percy and his sons ran the Yard, the skill aspect was never in doubt. Since Cyril retired, we have been supremely fortunate in the continuity of Graham, Tom Grapes and now Ian Grapes and John Franks. It is their collective memory and experience which enables the Yard to carry on and remain commercially viable rather than becoming a sterile museum exhibit

One very good reason for continuing to hire sailing yachts is that it encourages and perpetuates the skills of handling sizeable vessels under sail.

Whilst dinghy sailing and racing certainly develop considerable skills in getting the best out of wind, a dinghy differs very considerably from a yacht in one very important aspect, namely, momentum.

Generally it is quite possible for someone, standing on the bank or jetty, to stop quite a large dinghy by catching hold of the forestay or shroud.

Do not try this trick with a yacht weighing three or four tons or more. It just won't work.

No one, in their right mind, would consider trying to stop their car, which may only turn the scales at less than half the weight of a sailing cruiser, with their own weight even if it was only just rolling and everyone realizes that the faster a car goes, the more stopping it takes.

It was noticeable, at the Friends Picnic, that the more experienced sailors were approaching the mooring with only enough way on to ensure steerage way and that the effect of Grahams DVD is beginning to have an effect.

I started sailing on the Broads 66 years ago and had a few years sailing before that on the Trent but I still managed to learn from that DVD.

I suppose that, on the principle that, there are more ways of killing a cat than drowning it in cream, I am always up to learn new tricks.

I certainly believe that you need to know quite a lot about a given subject to realize how much you still need to learn.

For me, the enduring charm of sailing, in its many aspects, is that one lifetime is not long enough to finish learning it all.

JIM SEARLE

Jim Searle, who has been described as an inspirational teacher of sailing who encouraged generations of children in Norfolk to take to the water, died recently at the age of 77.

Jim had connections with Hunters Yard, being the person who succeeded Friends chairman Les Gee as Norfolk County Council Fleet Warden when Les left his post at the Yard in 1970 to take up an appointment in the Lake District. (It is of interest to note that at this time also the Yard gained a full time boat builder when Graham Cooper was appointed to the staff).

Jim, who lived at Martham with his wife and had six children, took up racing when he retired and won many trophies and awards. He was appointed Commodore of Rollesby Broad Sailing Club in 2001 and again encouraged many children to take up sailing.

He was made a Life Vice President of the Norfolk Schools Sailing Association in 1993, together with his wife, Jill.

HUNTER'S YARD

01692 678263

Les Gee

October 2011

DATES FOR YOUR DIARIES

AGM & BBQ.....28 April, 2012

Autumn Event.....22 September, 2012

Membership News October 2011

It was good to see so many Friends at the successful Sailing Picnic last month when we experienced such glorious weather. The encouraging news in these difficult times is that we have now welcomed 50 new Friends and their families to date this season. However, the downside is that there are a greater-than-average number of non-renewals which means that we have fallen short of my target figure of 900 this season by just 5!

However, I am still optimistic about achieving this figure before the year is out because we now have a Membership Gift Voucher that I hope you think would make an excellent Christmas present for your friends and relations!

The general Hunters Yard website is complete for the time being but we really would like to hear what you want to see on the planned Friends Micro Site - your Micro site. One good suggestion that will be put into practice is a Childrens' Page to help encourage the next generation of Hunter Boat sailors and Friends.

Some past Newsletters, including Issue 42, are generally available to all on the present Friends Page to try and tempt new members into the fold. However, the password used exclusively by Friends to access the most recent Newsletter has now been removed because it doesn't work with all browsers.

Changes to the Friends Subscriptions

First of all may I apologise for my oversight in not including a Bankers Order Form with the last issue particularly when I invited you to consider increasing your subscriptions in line with the £15 figure for new Friends that we agreed earlier in the year.

I have rectified that this time by sending a form to everyone as a precaution! Those of you who pay by cheque will also get my usual reminder. Thank you to members who have already changed their annual amount. If you decide to pay by BACs (Friends Bank details are shown on the enclosed form) please may I ask you to use a clear reference, with name and initials, so that I can identify your payments and keep my records up-to-date. I re-iterate my grateful thanks to all of you who already generously subscribe well over the minimum rate.

All of us at HuntersYard, both staff and Trustees, greatly appreciate your continuing support and loyalty.

With my best wishes for Christmas and 2012.

Jennifer Mack
October 2011

Friends Write

From Adrian Dence, Milford on Sea, Hampshire

My wife and I are enthusiastic Friends. This letter is intended to be a constructive response to the last Newsletter – Number 42 for which we thank you very much. It is a priority read for us.

The experience of bearing away in a fair breeze after a long beat is one we have all experienced and epitomises, for me, the very special pleasure of sailing a Hunter yacht. The uniqueness of the Fleet; the commitment and friendliness of the craftspeople and staff at the Yard and the well-managed Trust guarantee my family's support.

Which is why, when we are in charge of a yacht we do our utmost to keep the boat (and the crew) safe.

So the mention by John Franks in the last Newsletter (No42) of significant damage to a 4-berth and the hair-raising description (by Neil Hopkinson) of sailing to Barton in a force 7 wind prompts me to ask whether we should not consider doing more to safeguard these wonderful yachts and minimising the damage which can so easily result from mishaps. It is stating the obvious but the sharing of the waterways between unpowered yachts and large cruisers in windy conditions is a risky combination.

I would not presume to list what steps might be taken. However, in my view, in the event of very strong winds skippers should consider:

§ delaying or postponing their outings

§ not venturing onto large Broad's where wind strength is higher

§ (when the forecast is for a run of bad weather) remaining within reach of Womack where assisted recovery is easily arranged

§ avoiding bridges

Finally crews should be encouraged (or even required) to view Grahams truly excellent video which we saw for the first time this year. His relaxed preventive approach to boat handling is a must.

With kind regards and best wishes

Sincerely

Adrian Dence

(See the Chair types, p.3)

From Robin & Susie Macklin, Coulsdon, Surrey

I wonder if anyone has suggested reproducing small photos of The Friends Officers and Committee. The East Anglia Cruising Club has adopted this practice in their Yearbook. It helps a lot and brings the officials closer to the members.

With a mooring at Swallowtail Boatyard (for river cruiser *Evergreen*), we spend lots of time at or near Hunters Yard. We know all the regular staff well, though I suspect many friends may not be so fortunate. We would like to link a face to the names in the Newsletter. Perhaps this could be extended to include the Boatyard staff.

Yours sincerely,

Robin and Susie Macklin

(What a good idea. The next time you are at the Yard you will see "mugshots" of all the committee on the board. They will also appear on the website).

*From John W Kemp, Horncastle.
Lincolnshire*

In response to Les Gee's monthly letter in Issue 42 regarding lack of moorings, and the comment regarding the levels of hire boats, the fact is when there were more hire craft, there were more hirecraft boatyards offering moorings, eg today, no hire craft at St Olaves, Somerleyton, Thorpe, therefore no moorings.

In 1967 there were 163 hirecraft operating out of Oulton Broad, with bases, offering moorings, today there are 11 craft and 1 boatyard, the only moorings left are at the yacht station and the two hotels.

At Beccles the only mooring are at the yacht station. Similarly at Brundall, where there never have been any public moorings, in 1978 there were 236 craft at 18 boatyards, today there are 55 craft at 3 boatyards. There is also the loss of riverside shop moorings.

Couple this with most yards offering start days on most days of the week, the remaining yards are busy with their own craft with their mooring space.

At Wroxham, the only public moorings are

above the bridge, impossible for the many modern large cruisers now on hire, which is possibly a reason for not seeing so many craft on the Southern rivers.

Short break holiday makers do not really have sufficient time to cruise from Wroxham and back, having to negotiate Yarmouth bridges at low tide only.

First time hirers and others, are possibly deterred by having to calculate the correct time of passage through.

If coming from the North, if a mistake has been made, a mooring can be found at the yacht stations, but coming from the South, no such fortune.

The Broads Authority are certainly providing some moorings in certain places, and up grading others, but should it be the responsibility of the Authority to do this?

Yours sincerely

John W Kemp





From the Yard Ian Grapes Foreman

Well ,October is approaching and that signals the end of my first season in the Foreman's position. What a busy season it has been! The short lets have filled up the booking chart, but we all now realise how much extra work that creates, with numerous turnarounds throughout the week.

On the whole the weather has been good, but we do seem to get stronger winds these Summers. If I has a pound for every reef I have helped put in, I would have a sack full!! Nevertheless, I have still seen some extremely, shall we say"interesting"reefing techniques whilst out and about on the river. This is despite the fact that all customers assure me they have watched the instructional DVD we send out to them.

The RYA courses have been going well, with pupils already coming back to hire the boats. Now that can't be so bad. So thank you to Tim, Tony Southwood and Jimmy James for their hard work and expert teaching.

I have had lots of comments on how good the Yard looks these days. That ,of course, is down to the efforts of Philip, Pat, Peter and David, who relentlessly come each week to sort out the grounds. So a big"well done" to them all. To add to the smart look of the Yard, more work has been done on improving the quay heading with another section being piled and decked. The only

problem is that I can remember putting in the old piles during the 1980s-this must be telling me something!!!

Talking of the 1980s I have recently been given some pictures, which I thought you might find interesting.....*Hustler5* managed to find a submerged stake on the Ant near How Hill ,with disastrous results



A rather younger Graham saved the day and did a grand job bringing her back to the surface. (See opposite.....)



Thankfully damage has been relatively low this year, but as Les will confirm, he did catch me one Sunday afternoon examining a large hole in *Wood Rose's* cabin side. I was contemplating the best plan of action taking into consideration she was due out on hire in just a few days. Making the decision was the hard part and all ended well with the boat ready on time.

On a sad note, the two younger members of the team have decided to leave us and will be sadly missed. Tim has worked at the Yard for two years and has taken a job with Adams of Belaugh. Daryl has been with us eight years and has taken a post at Stalham Joinery. We wish them both well and thank them for their contribution to the Yard. On a positive note, Philip Peake will be joining in November. I'm sure that his previous experience at Whispering Reeds Boatyard, Hickling will make him an extremely valuable member of the team. We look forward to welcoming him aboard. I'm already thinking of next season. New sails have been ordered and I am delighted

That Ray Goldsmith has, for another season, agreed to make our awnings. Phew! Such a Relief as he keeps threatening to retire! As ever we thank him for his invaluable support. 2012 is rapidly getting nearer and what an exciting prospect.....the big 80th birthday for the Yard, the new dyke and moorings to be constructed, potential new neighbours in the Broads Authority buildings and, of course, always lots of sailing for us all. On a note to make you smile (I know everyone at the Yard did)....the Friends picnic in September was a great event with good weather. There was just one collision- *Wood Rose*, on hire at the time, was bumped by *Luna*, resulting in some damage to her toe rail. "Well these things happen" I hear you say-however the skipper of *Wood Rose* was keen to point out that the chap on our instructional DVD was aboard *Luna*. I don't think we will let Graham live that one down! But it was great to see him back at the Yard. Looking forward to seeing you all in the new season

Ian



Sailing picnic, 2011

(Photos by Jennifer Mack)

Green Boat Show, Salhouse - 25 September 2011!

The Fleet was represented again at the Green Boat Show at Salhouse at the end of September. Fortunately the weather was a little better this year and Pat and I set off after the Friends' picnic in *Lustre* with Tony and Richard Southwood in *Rebel*. The event on Sunday was good with a reasonable attendance although there were not so many electric boats because of a clash with another electric boat event.

We managed to take 76 people out in *Rebel* for a short taster sail and lots of people had a look over *Lustre*. Vikki manned the stall with information and merchandise, and thanks to Bruce Elson for helping out as well. The good wind forecast for Monday did not appear but we managed to sail the boats for a good part of the journey home - at least this year it was dry!

Philip Bray



Pictures by Grace Turner

AUTUMN “HUSTLE”

Friends of ours the Edwards family - had hired *Luna* for three days starting 30th September and invited me to join them if I could get a crew together.

Hustler 2 was available, my son Ralph was called up for crew, so we left Essex early for a ten o'clock availability, spoilt by having to go back for some of the food inadvertently left at home. Arriving at the yard around eleven (!) we were just getting the stores aboard when our friends hove in sight. If you remember, that weekend was the best of the late autumn heat wave.

So it was a quick removing of canopies, lowering of cabin roofs and hoisting of sails to make Potter Heigham before high tide. A sharp lowering of masts and quant through saw both boats above the bridges, with crews taking a leisurely sandwich before heading off to Horsey. With a SSE wind of about seven knots, there were occasional (controlled!) gybes up Candle Dyke, and the traverse of Meadow Dyke passed without incident. The sailing on Horsey was splendid with both boats reaching up and down the Mere, presenting photo opportunities to each other. The whole day was topped off with a short stroll to The Nelson Head just to make sure they were looking after The Wherry in a fitting manner. The following day dawned misty, cloudless and windless, so a leisurely breakfast was taken. By ten o'clock there was a suggestion of a whisper of wind: decks were cleared, sails were hoisted and *Hustler* ghosted out into the Mere. These Hunter boats seem to sail on no wind at all. Truly

amazing. The wind was filling in ever so gently, but it also veered round to Southerly which made the passage of Meadow Dyke a slight problem, solved by occasional use of the quant. As the tide was making we had some time to spare before the start of the ebb, so poked our noses into Hickling and enjoyed reaching up and down for a while, nobly resisting the temptation of the Pleasure Boat, and mooring at Deep Dyke for a picnic lunch. On again down to Potter through Heigham Sound, quanting most of Candle Dyke (wind and tide against), and enjoyed a fine close fetch down to the bridges (why do the fishermen cast their lines from one bank to the other?) where we moored for the night as the tide was late in turning and the moorings below the bridges were taken up with cruisers. After supper, a walk to The Falgate in the village for a gentle beer: what fool caused The Bridge to burn down? Next day was the last of the three. An early start to clear the decks and quant through the bridge on the falling tide, and then breakfast before setting off while there was still some tide to get us past the houses. What wind there was had veered a little more and was now heading us, and with a river full of cruisers just where do they all come from? Prudence decreed a fair amount of quanting while the traffic cleared and the wind started to pick up. We had a good sail down to the Bure where we had a small discussion as to where we were going. Ralph had agreed Ranworth with our friends before we set off, so made it there in time to drop the weight in the middle of

Malthouse Broad for a quick sandwich. Alas, *Luna* didn't appear, so as we had agreed to be back at the Yard at about 3 o'clock, we left Ranworth just after 2(!) And made it back by 3.45pm..On the way we ran into a fleet of yachts from The Norfolk Broads Yachting Company having a little regatta around the mouth of the Thurne.

With several of these sailing in the same

direction as ourselves we are pleased to report that we passed them all, going from third to first in the half mile or so to the Thurne, where we left them to come back to the Yard. The end alas, of a most enjoyable break. The story goes that *Hustler 2* was Mr Hunter's favourite she certainly is mine after three days of glorious sailing.

Jim Fyfe

TROPY'S & PILKER'S GUIDES

For a sailing holiday to be complete, not only should the sailing be good, but other important peripherals need to be good as well, such as food and other facilities. One group of sailors, I will keep their identity secret, produced the very useful guides below.

TROPY'S GUIDE TO TOILETS

LUDHAM BRIDGE PUBLIC TOILET
clean, free, 24hour 9/10

HICKLING PUBLIC TOILET
identical to Ludham Bridge 9/10

HORSEY MILL 8/10
disabled open 24hours no sign though!

HORNING FERRY PUBLIC HOUSE
go to opposite end of games room 6/10

THURNE DYKE PUBLIC HOUSE
not great, missing toilet seat 6/10

HOW HILL
sighposted but after short hike found to be closed 4/10

HUNTERS YARD
good showers, clean, nice 10/10

HORNING LEISURE CENTRE
showers £2 hot draining issues hairdryer available 7/10

PILKERS GUIDE TO PUBS/ RESTAURANTS

STAITHE & WILLOW, HORNING
excellent food & service, 9/10
reasonable price

FERRY INN, HORNING
slow service, expensive, poor food grumpy waiters 4/10

BRIDGE INN, ACLE
average Sunday lunch 7/10
scored up for pool table in garden

LUDHAM BRIDGE, WAYFARERS
superb cooked breakfast, friendly 9/10

THE DOG INN, LUDHAM BRIDGE
good beer, price lower if chat to staff 7/10

PLEASUREBOAT, HICKLING 8/10
friendly welcome, great starters, cooked some bread to take away as no shops!

THE LOIN, THURNE 7/10
grumpy landlord

THE NELSON'S HEAD, HORSEY
closed at 21.30, long walk 0/10

BROADSHAVEN,
POTTER HEIGHAM 6/10
old man pub, funny smell, bit naff

FISH & CHIP SHOP, 6/10
POTTER HEIGHAM
miserable staff, greasy

JUNIOR HUNTERS

Welcome to all our young Friends ;this is your page.

I am hoping that from now on there will be a Junior Hunters page in every edition of the Newsletter.

First, the name ;as I said in the Editorial it is not a tremendously original name and I'm sure that many of you can come up with a better name. Please send me your ideas.

This page is for all the young Friends to contribute to, in whatever form they like, perhaps with stories from sailing, maybe an interesting or exciting or scary event you would like to share with everyone; perhaps you have composed a song or a puzzle or would just like to send some photos.

In fact, anything associated with being a Friend of the Hunter Fleet would be most acceptable.

For example, young Jamie Joblin popped into the Yard in the Summer to show the pillow that he had designed and made.

I have been looking back through some of the log books and have found a wealth of contributions from young Friends. I have picked out just a very small selection.

Sisters Anna and Holly Taylor produced a little song to be sung to the tune of " *hi-ho hi-ho* "from *Snow white*:

Gybe-oh, Lee-oh

And off to work we go

We're off to sail on a windy day

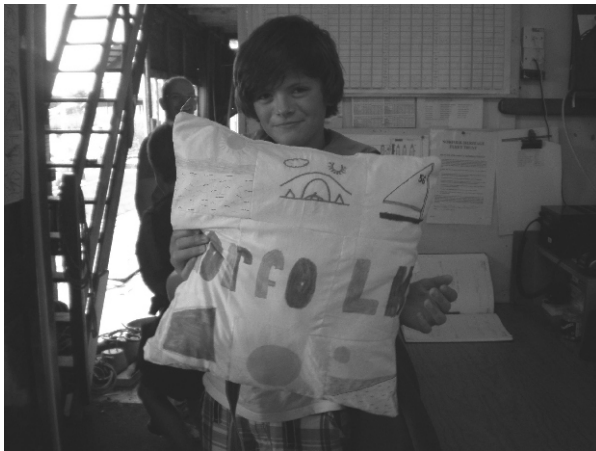
Gybe-oh, Lee-oh, Gybe-oh, Lee-oh

The sisters commented that they had eaten a lot of jam sandwiches; I think they must have stimulated the creative juices.

They also made a very useful observation:

The flies bite-wear socks

Hazel McLellan, aged 8 at the time ,not only recorded a very impressive list of birds seen while sailing in *Lucent*, but also described vividly the fact that the mud weight does not necessarily solve all problems.



On Sunday morning.

We set off from Hunters Yard. the wind was changable. We soon got to Potter higham bridge

We lowered the sail and mast an went through. We looked very good and we had

Several cameras pointed at us.

We carried on sailing a for a bit .Then we got to Horsey Mere. The wind picked up. We decided to put the mud weight down.

So we could drop the sail. we put it down. we began to move .we dragged the mud weight quite a long way.

Then we reliazed that plan wasn't going to work

The mate was very strong and she decided to haul up the mud weight. The captin said that the mud weight was only 25kg so it would be easy.

When the mud weight was finally hauled up and the 3kg or so of weed had been cut off with the bread nife (yes the one you used for the toast this morning)

The mud weight was found to be 22kg.

The Mate used some colourful language to describe the captin's eye sight.

When we were successfully moored .we decided to clean the mud weight.

So the Captin and mate blithely tossed it overboard.....

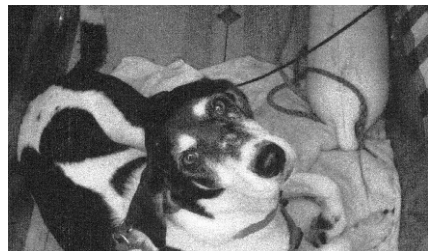
Despite the problem with the mud weight it was good to see that Hazel was not put off sailing but sailed this Summer in *Lustre* where she records that an initial problem with the boom was soon sorted out.

Some of you take time out from sailing to look at local attraction around the Broads Emma O'Gorman and Mary Fisher were both aged 9 at the time when they recorded a trip to Horsey.

We sailed to somewhere called Horsey Windpmp . We looked around the windpump and read a spooky story .We did a quiz all about the windpump we had great fun reading all about it. for a prize we got little booklets with lots of wordsearches. Next we walked back from the windpump and had tea on the boat (bacon) We went for a long walk to the beach and took some pictures. The beach was very sandy and the walk to the beach was very, very long and tiring. On the way back my foot started to hurt but it stopped when we reached our boat..

I expect some of you bring your dogs on board, the following entry in a log caught my eye:

We have taken on an extra crew member this time, the dog. He is not much help, but not much trouble, either. He spends his time asleep in the cabin until we are moored. We bought him a life- jacket, not because we were worried about his swimming ability but because it has a handle which we could use to pull him back on board. However, as he spends all his time asleep its not been required. It will go back on E-bay when we get back



Hunter Fleet Merchandise - Updated List

T-Shirts:

Child	£ 5.00
Adult	£ 8.50

Polo Shirts:

Child	£12.50
Adult	£14.00

Sweatshirts:

Child	£10.50
Adult	£16.00

Zipped Hooded Sweatshirts:

Child	£18.50
Adult	£22.50

Fleeces:

Child	£20.00
Adult	£25.00

Baseball Caps:

Child	£ 4.75
Adult	£ 6.00

Knitted Hats: £ 4.80

Hunter's Fleet White China Mugs:

Large	£ 6.00
Small	£ 5.00

Hunter's Fleet Blue Mugs: £ 2.75

'Friends' Calendar £ 7.00

Heritage Boat-Yard DVD £10.00

Hunter's Fleet Book £ 5.00

Hidden Broads DVD £12.00

Embroidered Badge £ 3.00

(Fleet Logo)

Teddy Bear £12.50

Clothing sizes:

Adult S, M, L, XL, XXL

Child 5-6yrs, 7-8yrs, 9-11yrs, 12-13yrs

Postage and Packing - Please Add:

Gift Vouchers, Calendars & DVDs - £1.00

All other items - £2.50

MIRROR DINGHY.

A Mirror Dinghy is available free of charge
for anyone who would like it

Contact:

Alan Cropp

25,Bradmore Way

Brookmans Park

Herts AL9 7QY

Tel:01707 650641

Printed by Century Printing
132 High Street, Stalham Norfolk NR12 9AZ
Tel/Fax 01692 582958
email: roger@centuryprinting.co.uk

