

# The Hillyarder

The newsletter of the Hillyard Owners Association  
[www.hillyardyachts.com](http://www.hillyardyachts.com)



Issue 64, May 2011



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## **Commodore's Thoughts** **By Steve Tiffin**

I am now nearly 12 months in to the role of commodore of the HOA and that time has just flown by. It is clear from emails, telephone calls and posts on the Yahoo Group that many of you have been involved in programmes of winter work before the start of the new season. I hope all has gone to plan for you and that you are on or ahead of schedule. My trials and tribulations with Ianthe are covered by her elsewhere, but suffice to say progress has been slower than I anticipated (not helped by the cold winter!) As I write this I am feeling under some pressure (albeit self inflicted) to have her ready for our first rally in Lymington on 21st May. Liz and I will definitely be there but Ianthe is still a bit of a question mark!!

It is clear the Autumn newsletter was read by many of you and thank you for the excellent response on both the provision of up to date details and the bringing up to date of Members subscriptions. In the latest edition of the handbook we have tried to correct all known mistakes and omissions as well as including new members details. Apologies in advance if there are any incorrect entries - please let me know if this is the case. Unfortunately despite our Treasurer, Keith Tullett's best efforts, we still have a small number, who, despite reminders, are not up to date with their payments.

(Continued on page 2)



## Commodore's Thoughts (continued)

Whilst historically we have continued to send newsletters and handbooks out to individuals clearly, on cost and fairness grounds we are no longer in a position to do so. Thanks go to Keith for his ongoing and vital role as the custodian of the Associations's finances.

We continue to receive positive feedback from you on the newsletters. I am sure you will all agree that the standard of production of these is fantastic and my thanks to Tracey Daley, our Editor, for all her hard work in pulling together all the various contributions. We have had a few bumper editions and we have some regular contributors. We do however always need articles and it would be good to broaden the base of people willing to provide some stories for other members. I am setting up a list of people who will be prepared to contribute and they will then be sent an email with timescales for articles for the next newsletter. Please email me at [stevtiffin@blueyonder.co.uk](mailto:stevtiffin@blueyonder.co.uk) if you would be prepared to be on this list. This doesn't mean a commitment to provide an article every time! Similarly we are trying to pull together a general distribution list to be used in relation primarily to events and Rallies – particularly if there were to be short term changes due to the weather. Again it would be useful to learn if you wish to be included on this.

As you all know many of our boats have a long and varied history and we have parts of this stored on a card system started by our President, Michael Joyce, many years ago. We are currently involved in the mammoth task of moving this to electronic storage. To help keep records it is useful if we can keep track of boats where the current owners are not members. If you come across any such boats please encourage the owners to join - if they are on board – or leave a note with the offer of membership and my email address. In current economic times there have been a number of cases of Hillyards offered on ebay, or as restoration projects to be taken

on or the boats will be scrapped. It would be criminal to lose any boats in this way and please let me know if you hear of a boat in this position so at least other members can be made aware of her plight and hopefully a new custodian found for her.

The events for this year started very well with our meet at the Naval Club in London in January. This was one of the best attended London events for some years and clearly demonstrates there is a demand for this to remain a key part of our programme. Invitations to the Rallies in May and June and August accompany this newsletter and additionally details of our future events are now published – together with invites - on the website. Thanks to Tony Swain, David Hubbard, Ted Evans and Douglas Coulson for their help in setting these events up, and to Guy Smith for getting them up on the web site.



I look forward to seeing you at the various rallies and any Hillyards we see on our travels are more than welcome to come aboard for a natter. I can only refrain my previous comments that no association can flourish without the support of its members so thanks to all of you who do assist the HOA in making it an active and hopefully still developing organisation.

In conclusion I would like to wish you all a happy and successful sailing season and let us hope the weather will be kind to all of us this summer

Ps. If you see us on the water please do not be surprised if I am shouting at Liz (more than usual) as we are manoeuvring Ianthe, as clearly the first dent on the new toe rails is not going to be a happy occasion!

## Jon Furniss

### An obituary by Doug Coulson



It is with much sadness I have to report the sad loss of Jon Furniss over Christmas.

Jon and his son Graeme jointly owned the 1965 8 ton 'Bombora', which Graeme has been restoring over a number of years. Our condolences go to Jon's wife, Jill, and family.

Purely by chance, I happened to 'stumble across' Jon and Jill, and make the Hillyard connection with them, when I responded to an Ebay listing of Jon's a few years ago.

I had seen a listing for an old Petter diesel engine, which had been removed from a fishing boat, that was identical to the obsolete model of engine that is fitted in my 9 tonner. I had decided to put a bid on his engine, and I arranged with Jon to go and see it. He insisted that I was to see it running, so that I would be satisfied with my purchase, in the event of me being the lucky bidder.

Upon arrival at Jon and Jill's house, I was treated to their kind hospitality (as a complete stranger at that time) with tea and biscuits, and whilst we chatted over our cuppa, Jon asked me what I would do with the engine, should I happen to win the auction. I replied that it would be used as a spare unit for my boat. Jon asked what kind of boat, and I just replied "a wooden sloop". He then asked me what kind of wooden sloop, and I replied "a double ended centre cockpit sloop, of carvel construction, built at a yard in Littlehampton".

With that, both Jon and Jill burst out "Hillyard!"

So that was it, Jon insisted that there was no way the engine could possibly go to a non-Hillyard owner, and a price was agreed and the listing cancelled.

Jon was very much a larger than life character, and will be sadly missed by family and friends alike.

## Naval Club Dinner Friday 7th January 2011

After many years excellent organisation of the above annual event by Nim Campbell, it fell to me to take over the reins to arrange this year's London meet. We were thwarted by inclement weather last January and we had to cancel at short notice but the Naval Club were very accommodating and our members did not have to pay any cancellation fees. After some debate as to how we could increase the falling number of attendees in the last few years we decided to stay with the same time of year (to coincide with the start of the London boatshow, although sadly that is no longer very near the Naval Club) and the same venue.

We were rewarded with not only being made very welcome at the Club with an excellent meal being provided but also with a grand turnout - 28 of us in total!

Aside from myself and wife Liz, we welcomed Michael Joyce, President, with his two guests (Nicky was

unfortunately not able to attend due to ill health), Michael Walden, Vice President) and his wife Gillian, Secretary David Stickland and Carol, Ken and Margaret Pausey, Nim Campbell, Ted and Diana Evans, Vincent and Kaja van Walt, Douglas Coulson, John and Jan Ridgeway, Ken Andrews with his five crew, Adrian Chorley and guest and Stephen Helma. New member Ken Mckelvie had to send his apologies at the last minute but we hope to meet him at a future event.

We had a very convivial evening and were delighted that Michael Joyce was able to entertain us with his after dinner speech - delivered with his usual wit and aplomb.

We have reserved the Naval Club for FRIDAY 6TH JANUARY 2012 and hope to equal or even increase this years numbers. Please make a note for your diaries. The invite will be sent out with the November newsletter but will be on the website

## Mediterranean Hillyards – Errata

As a result of my article on page 7 of the last Hillyarder I was contacted by Stephen and Rosemary Bartlett pointing out a couple of blunders which I am happy to acknowledge and set the record straight. First, their vessel's name is Velero not Valero. Secondly, far from not being a member of the Association, Stephen tells me that he was among the earliest to join, soon after the Association's formation. Apologies all round.

Also the caption under the photograph was a bit meaningless since the canvas work to which I referred was cut off in the final printed version!

Dave Stickland



## Events Diary

The HOA organises and coordinates several social and sailing meetings each year. The events are organised by various members and occur at different locations.

Date	Location	Organiser	Venue
Saturday 22nd May 2011	Western Solent Rally	Enquiries to Steve Tiffin stevtiffin@blueyonder.co.uk	Lymington Town Sailing Club
4th & 5th June 2011	South West - Newton Ferrers	David Hubbard hubbard@talktalk.net	Yealm Yacht Club Newton Ferrers
3rd & 4th September 2011	Mid Solent Rally	Steve Tiffin & Doug Coulson stevtiffin@blueyonder.co.uk	Hythe Marina Village
Sunday 28th August 2011	East Coast Meet	Ted Evans e.f.evans@cns.keele.ac.uk	Royal Harwich Yacht Club
Friday 6th January 2012	London Dinner Naval Club, Hill St. Mayfair	Enquiries to Steve Tiffin stevtiffin@blueyonder.co.uk	Naval Club, Hill St. Mayfair





# HANNAH

My wife, Babs, suddenly announced that we needed a bigger boat. Very true, but why now? We were a family of six, one daughter and three sons, all fairly content to squeeze into our lovely "Carella", a four berth David Cheverton Caravel we had built three years ago. Of course, I secretly fantasized about a bigger boat, but never voiced my dreams, and here we have a request that could make my dreams come true.

Yes, you probably guessed this was Babs' way of announcing that we were going to have an addition to the family and that the thought of seven in a four berth boat was just too much. So, out came Bristows Book of Yachts and many an evening was spent discussing and arguing the merits of boats on offer, followed by viewings and trial sails, but nothing was quite what we wanted. That is, until we did a trip to Littlehampton and found ourselves wandering around the yard enjoying the atmosphere of the old boat sheds and the smell of hemp, tar and teak. That was our introduction to Hillyards, Babs now heavily pregnant and our youngest still in his pram.

A trial sail in the nine tonner "Goosander of .....", or it may have been in "Gander of Headley", was very satisfactory, the boat being exactly what we wanted, a safe and sound yacht in which to go sailing with a young family. A deposit was paid, the delivery date decided and we went home to arrange the sale of "Carella".

That autumn in 1967 our fourth son was born, our 'little' boat was sold and we watched our nine tonner being built under the watchful eye of Tom. Being a tried and tested design there was nothing major that needed changing. We just asked for a couple of small cosmetic 'improvements' to suit our personal taste. I thought a 40hp four cylinder Leyland or Perkins engine might allow me to charge around the oceans at great speed, but when I put my thoughts to Dennis Cullingford he, quite rightly, told me to forget my silly ideas and stick with the standard. There was no arguing with that and how glad I was I had the sense to listen and obey. The 15hp Petter was perfect in every respect, never faltered and is still going strong today.

The process of purchasing a Hillyard Boat and dealing with Dennis Cullingford was quite delightful, especially as we were expecting something on the lines of our previous purchase. Our experience with the building of the Caravel, although correct and proper in every respect, was stressful and tedious with me finishing with a very thick file. By contrast the business conducted at Hillyards was informal and on a 'shake of hands' basis,

consisting of us paying the deposit, one stage payment and the final reckoning.

The only paperwork was the final bill, and that contained an error in my favour when Dennis forgot to charge me for the change to terrylene running rigging from the standard hemp, an omission I was very happy to mention.

Spring 1968 saw us taking delivery of our lovely 9 ton Hillyard, new and shining, but as yet without a name. The great seafarer Eric Hiscock believed that every craft should be identified by an easily hailed name, short and simple. Being a retired Royal Marine I thought the name Hannah would be very suitable as our boat would be named after the famous lass Hannah Snell, who served many years disguised as a Marine.

ONE: LITTLEHAMPTON 327		THE SHIPYARD, LITTLEHAMPTON, SUSSEX	
D.T.Coulson Esq., The Brambles, 13.Carmarthen Ave., EAST COSHAM. Portsmouth.		April 5th 1968	
Dr. to . . .		DAVID HILLYARD	
		D.C.G. HILLYARD, M.B.E. D.D.Cullingford.	
Yacht, Launch and Boat Builder		4850	
"HANNAH" Hillyard 9 ton sloop.			
Basic price of 9 ton sloop.	3800	0	
Extra for petter 15 h.p. Deisel engine.	235	0	
Navigation lights.	25	0	
Cockpit canopy.	38	0	
Registration.(Increased charge)	32	0	
Sheet winches.	25	0	
Vynide covers to saloon mattresses.	8	0	
Three flourescent tubes.	18	0	
Seafarer echou sounder.(Increased charge)	33	0	
Extra porthole in saloon.	9	0	
Wooden lee boards. Six.	12	0	
Dinghy ladder.	6	0	
Boathook.	2	10	
30 gallons deisel fuel & engine lubricating oil.	4	15	
35lb Holdfast anchor.	12	17	
25 fathoms anchor chain. 5fthm extra.	5	0	
Lead ballast crediting iron ballast.	108	0	
Special galley with two drawerw under.	15	0	
Delivery to Chichester.	10	0	
ADD Terylene Riggig	25		
CREDIT C. C. R.	12 = 17 = 6		
E & O.E.	Balance	12 = 2 = 6	
WITH COMPLIMENTS.		4399 2	
Received with Thanks April 6th 1968		12 2	
All vessels, boats and gear moved, berthed, hauled up, launched or stored at owners' sole risk. No responsibility for loss by fire, theft, floods, or from any other cause.		4411 5	



From our mooring within a stone's throw of Portchester Castle we cruised quite gently along the South Coast for the first couple of years whilst the young crew was getting stronger. The beaches off Bembridge and the drying sands in Langstone Harbour provided much joy for the youngsters, whilst Goathorn Point and the back of Brownsea Island gave the parents much needed peace and quiet. Newtown at slack water was perfect for rowing lessons, as were the still waters of Portchester Creek. Hannah was greatly admired in the club, and it was not long before another nine tonner by name of Columbine arrived, followed by the thirteen tonner Windsong, a Dunkirk Little Ship.



bartered for a packet of cigarettes. Regretfully this mad rush for the 'treasures of the deep' resulted in one craft to be lost with all hands due to overloading.

Gradually our cruising ground was extended to the West Country and then across the Channel for the delights of France. It was our intention every summer to start our cruise by visiting our friends in Barfleur, but I have to admit we never got further than that. Oh yes, Cherbourg and St Vaast la Hougue were visited, but we always returned to lean against the harbour wall.

After ten very happy years with dear, lovely Hannah I thought I needed a change to something that sailed a little faster and was made out of the new wonder material called glassfibre, and exchange the horrors of the gribble for the dread of the polyestermite. (An April



Barfleur was perfect in every respect; there were beaches for the children and for us the reunion with French friends. It is a sleepy little fishing village with a weekly market, a Sunday hog roast and an occasional travelling circus. The annual regatta saw us competing, slowly, in the sailing races against the locals and also against John Junor in his 9 tonner

Outcast, moored here for the summer.

One summer the peace gave way to a bustling, busy fish market when a very large mussel bed was discovered off Gatteville point, this bed was reported to be three kilometres long, one kilometre wide and five meters deep. The news brought an influx of fishing craft, large and small, from far and wide to bring ashore ton after ton of mussels. So easy were the pickings that the fishing boats went out on one tide and returned on the next fully laden. A ten kilo bag of mussels could be



joke that shook the yachting world). And so, our last journey was back to Littlehampton to find a suitable purchaser. That plan very nearly misfired when we turned into the Arun river and found the entire

entrance take up by a huge dredger coming out and we were forced to make a hasty about turn and head out to sea again. Babs thought that was an omen and that we should return home. I thought otherwise and pressed on to a tearful parting and an eventual sale. Another one of life's mistakes. However, that was not the end of the Hannah saga.



Dennis Coulson



## Tales from Ianthe – A long cold winter

When I last spoke to you all my Master and Commander, Steve had decided that the winter was the time to give me a face lift. My decks were a mess and some radical work was required.



Anyway in mid October I was hauled out and placed in the shed at Hayling Yacht Co limited on Hayling Island. I have been in here for a number of winters and the routine was well known to me. This year Steve was very keen to get me undercover asap to get to work on removing all my deck fittings as the first stage of my face lift. This was not a pleasant experience for me – he used a four foot crow bar to prise off my toe rails and rubbing strakes and it was noisy and painful as over 300 2 and 4 inch galvanised nails were ripped from me. If that wasn't bad enough he dug out loads of filler in the underside of my decks and cabin tops so he could release all my handrails, cleats, stanchions, jib tracks, anchor, fairleads, life raft and step supports. Even that wasn't enough as he removed all the cover plates from the beam shelves and doors from cupboards, supposedly to give himself better access. The whole exercise has made me feel quite naked and I am just glad of the cover placed over me to save my blushes.

Before he could start the "nice part" of my make over I heard him explain to Liz – my mistress – that the next job was to fill all the nail holes with wooden plugs before removing the old deck paint. This was a such a slow phase as plugs were cut and fitted before being glued in. Luckily the 2 inch nail holes in my sides were ideal to be filled by matches – not the burning end and I certainly felt more secure when this was done in late November. Suddenly it got very cold in my shed – despite my cover – and surprise surprise his lordship didn't seem overly keen on visiting me each day, claiming that road conditions were not suitable. I thought it a bit of a lame excuse. Anyway eventually he got the bit back between his teeth and started grinding off all my old deck paint. Well if taking the deck fittings of was bad this was ten times

worse. Blue gritty dust got everywhere and whilst he kept hoovering it, up I am still itching with it now. If you think I looked bad you should see the boats near me in the shed – they all looked as if they had had a blue rinse – just like Sir with his hair and amazing that apparently some women pay good money for this look!

With this work done he told me that the dirtiest bit was over but I think this was being a bit economical with the truth. Removing the deck paint just exposed another 200 nail holes to fill - worse still was mention of the dreaded "rot". Whilst my deck had been epoxy sheaved when I was built the matting had only gone up to the cabin edge and water had got down between the cabin side and the deck. The remedy was to cut away the infected area and put a nice fillet of new deck in for me. My aft cabin was worse and I needed to have some rot cut from the deck beam as well and replaced with new wood. As you can imagine he hadn't budgeted the time for this and until all this was done there was to be no new sheaving for me.

I suspect the treating and filling of the nail holes in my decks took him longer than anticipated as I could hear him moaning about the number of times he has had to "fill and fair" whatever that means. He also took up more time by putting 6 mm ply on the main cabin roof to strenghten it and stop me flexing. Liz was pleased (I think) as he asked her to help him fit this!

Anyway, come late February I was ready for my new deck coating. Sadly the weather wasn't and the cold nights – despite my cover – meant waiting for the temperature to rise. As he had done what he could they decided to go off skiing and hope that by some miracle all would be done



## Lady Sarnia 5 Ton

Jon and Edith from California have sent some images of their 5 Ton Hillyard.

Raced every year in a local regatta called the McNish (boats built before 1952). She is in need of a newer pair of sails as they have yet to be replaced from the 60s!

They look pretty good to me. Check out that Ullman's cruising shute!



by their return. Well sometimes dreaming is believing and when they got back I had a posh new sheaved deck under nylon "peel ply". This was meant to give a nice smooth finish so that Sir could just paint over, put the fittings back and get me in the water again! In this case it didn't do what the label said and the nice men in the yard had to come back and sand out the ripples from my new decks – more dust everywhere but this time a sickly white with a horrible after taste that got into even more places than the blue dust! As it was approaching the end of March his lordship was getting a bit nervous about the amount to do and a Hillyard Rally he had to get to in May. I knew things were getting serious when Liz turned up and started to paint the fore peak – it was nice to see her after such a long gap. She was still hankering after teak covering for my new decks but I know in these austere times this was a forelorn hope. I had heard this being discussed with the man in the yard but that was as far as it got.

Anyway it is now early April and I have six coats of paint on my cabin tops and decks, and next week the stanchions, pushpit and pulpit and fore hatch are due to go back. They will be followed by a new anchor winch. The fairleads and chain plates have been re-galvanised and will be put on when the new wood for the toe rails and rubbing stakes arrives. As he couldn't get the length of wood he wanted there is work to be done to scaft some pieces together and provide me with new centre fairleads. I haven't seen much of him in the past few days as apparently he is making the best of the good weather and is varnishing and painting fittings on the patio at home. He has taken loads of photos to mark my progress and some of these are with this article for you to see.

I am hopeful of making the Lymington Rally to meet up with some old friends and show off my new bits. I suspect he won't have finished everything – just like last year – but he will just have to keep at it until all is done to my satisfaction. I am also hoping to get to the River Yealm in June and then to the Paimpol Festival in August and am counting on seeing some of you at these events in the summer.

Have a good sailing season.

Yours Ianthe



## WELCOME ABOARD

**JOHN CASEY  
MARK TRAWIN  
PIERS & LISA GUY  
DR FRANK HARDIMAN  
CHRIS & AMANDA SMYTHE-DAVIDSON  
KARIN & JENS AAGE JENSEN**

### NAME

**BUNTY  
ELLANORE  
TROOPER  
MOMMA LILY  
TRUFFLE  
OUT SKERRIES**

### TONNAGE

**5 TONS  
2 ½ TONS  
9 TONS  
MOONFLEET 36  
12 TONS  
12 TONS**

## Obituary

It is with regret we have to announce the passing away of one of our founder members, ROBERT KEEN. He died last November, aged 76 and we send our sincere condolences to his wife Pamela, children Justin, Naomi, James and seven grand daughters.



The Keens had the idea of starting an Association for Hillyard Owners and those interested in Hillyards. The HOA has now been running successfully for over 30 years so a huge debt is owed to Robert and Pamela for the initial idea, which was taken forward by Michael Joyce as President.

Robert enjoyed a full and varied life which encompassed several careers including corporate communications chief, successful soft fruit farmer and latterly moral theologian at Cambridge University.

Born on January 1st 1934 in Gravesend, Kent, he spent his childhood in Swansea and Herne Bay. Following three years studying for the Franciscan priesthood Robert decided monastic life was not his calling and enlisted for two years of National Service in the Royal East Kent Regiment, known as "The Buffs".

In 1964 Robert entered the world of public affairs consultancy and by 1968 he had become managing director of a European public affairs network. In 1975 he joined Xerox Corporation as director of international external affairs.

During this time he and the family moved to Pamela's childhood home, Lymington, commuting for a while. Robert then decided to make life in the New Forest a permanent change and applied his business management talents to soft fruit farming, purchasing land in Lymington.

Throughout his lifetime Robert remained a deeply spiritual man who was a prominent member of Lymington's Catholic community leading to an interest in the ethics and morality of big business. He went on to teach corporate governance and business ethics at Bournemouth University and in 1998 achieved an M.A. in theology from Southampton University, having foregone university education in his youth. This became the springboard to his final vocation as a senior research associate at St. Edmund's College, Cambridge and he spoke at many international conferences.

In what spare time he had Robert was a keen beekeeper, a fly fisherman, and vice president and board member at the New Forest Show.

His delight in sailing covered many years and Robert and Pamela owned three Hillyards in all. First, Toccata, a 9 tonner (not her original name) in about 1973. (She was sold to Michael Joyce but came to a sad end - he and his wife Nicky were lucky to escape with their lives when her petrol engine went up in flames as they were cruising under sail up the Solent. The boat drifted into the Keyhaven area and burned down to her keel.)

The Keens had meanwhile acquired a 12 tonner "Kalena Kay" as the family was growing up and more space was required. It was during this time that Robert and Pamela founded the HOA in 1977. Following an announcement in the yachting press the inaugural meet was held at Lymington at the beginning of September 1977. A number of Hillyards attended and a meal for some 80 guests was held at the Royal Lymington Yacht Club, where the Keen's were members.

After they had started the fruit farm, they did not unfortunately have the time to continue to organise the HOA and it was then that Michael Joyce and a committee formalized the situation and continued from there. Later on Kalena Kay had to be exchanged for a tractor!

However that was not the end of their association with Hillyards as in 1985 Robert and Pamela acquired a 4 ton Hillyard, named Zeegul at the time - this was changed to Buff. At one time Zeegul had been owned by the late Jan Plomp (an amiable Dutchman who had lived on board in Littlehampton and frequently sailed Zeegul across the North Sea to his homeland).

Pamela recalls that Buff was loved dearly and confesses the 4 tonner actually sailed rather better than the previous two larger Hillyards - more like a big dinghy! They enjoyed pottering about the Solent and their son James could sail her single handed and also liked going off in her with friends to the Isle of Wight for weekends. The Keens sold her in 1993 to Gerry Cross who lived in Cardiff and kept her in the marina there - he was a HOA member for a while. Pamela did ask in the newsletter a couple of years if anyone knew the whereabouts of Buff (and if anyone has it would be good to hear from them.)

We cannot find a more fitting conclusion than to repeat the words of his hero St Thomas More, which we understand Robert frequently quoted:

**'YOU MUST NOT ABANDON THE SHIP IN A STORM JUST BECAUSE YOU CANNOT CONTROL THE WINDS.'**

It is a fitting tribute that those who were fortunate enough to know Robert say he showed others how to sail even when there are storms all around.

## SLOP CHEST

Hillyard Flag, tie, caps: Steve Tiffin

The HOA has an account with Ocean World where our logo is saved. From time to time they do have offers such as a set number of embroidered polo shirts for a discounted price if ordered as a minimum of 6, which could be done if there is sufficient interest.

For any other items required such as caps, jackets, etc. please go to <http://www.oceanworld.co.uk/hillyardowners/>

Book: David Hillyard Story by John Balchin: Out of print

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