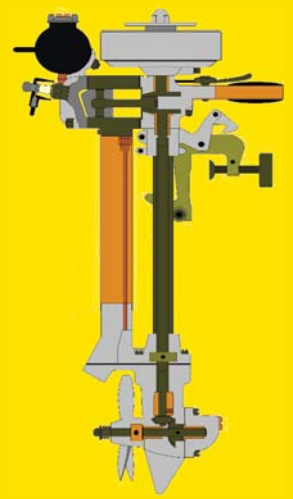


# The GULL

Issue No#1



The Official Journal for the International British Seagull Outboard Owner

## The Longest Seagull Race In The World!

By Mark Walker

Photos by Pete Notman

**Placing the words 'British Seagull' and 'race' in the same sentence raises eyebrows in some quarters – but not in New Zealand, where they take their Seagull racing very seriously indeed.**

Every Easter, a select, idiosyncratic but furtive band of adventurers assemble at the base of the Karapiro Dam on the Waikato River, about 34kms south of Hamilton on New Zealand's north island. The waters behind the dam form Lake Karapiro, New Zealand's official Olympic sculling capital, where fit young rowers look askance at the noisy, smoky Seagulls cluttering their calm and pristine rowing course.

Once 'official' testing is over, boats and motors are surreptitiously carried across the road over the dam, and lugged down the hill to the gravel scree at the base of the dam wall, on the edge of the hydro-

electric turbine exhaust pool, complete with swirling whirlpools and strong currents.

From here commences an event held annually since 1983 - The Great Annual Waikato River Seagull Race. It is, in fact, the longest Seagull race in the world, covering 142km of at times interesting river navigation.

Race classes revolve around the

passengers. An innovation for the 2011 race was the introduction of a new 'Bermudan Class' based on 20-foot long, flat-bottomed, light, narrow boats with hull shape optimised for displacement motoring with low-powered motors. The only compulsory elements are adequate PFDs, a good spares and tool kit on board – and propulsion by a British Seagull outboard motor.



ABOVE: Nigel and Junko Drake in the model for the 20-foot 'new Bermudan' Class, or 'Waikato Flea'. Quite rightly they won the Bermudan class from two newer boats in 2011.

engine capacity of the motor (either 64cc or 102cc), a 3.5:1-foot boat length rule, and whether the driver is solo or carrying one or more

These tiny, archaic, antiquated devices were first produced in 1931, and were made almost without change until the factory

### EDITORIAL

Welcome to the first ever issue of 'The Gull' - our new magazine, journal and newsletter, brought to you by a hard-working bunch of people who are all keen to improve both communications and interaction among the various international Seagull communities. We are keen to receive feedback - both positive and negative - as to how The Gull can be improved. It's not intended to be printed

and only to be read on screen as an 'eZine', so email it out to anyone and everyone you feel might enjoy reading it! For future issues we'll rely on you, the readers, to send us in photos, ideas and stories. So get your thinking caps on, get the camera out, set it for hi-res pics, and get snapping!

*Cheers, The Editorial Team*

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folded in 1996. They come in basically five types: the smallest the Forty Series, with only 64cc and a max. of 3HP; the early 102-Series, featuring head and block cast in unit, this model popularised the British Seagull pre-, during and post-WWII. The later Century 100 models have the same 102cc capacity, but feature detachable alloy heads, the subsequent Silver Century a derivative of these, and the penultimate QB range and hood-covered 125-170 Series also featured a 102cc engine, with minor mods to ignition and porting providing variation.

The final version of the Seagull was a re-badged Italian Selva 5HP, called the Seagull Sport, but these 'fake' Seagulls never really caught on, although the Waikato race organisers have included a class for them, as they can make small light boats move quite quickly.

It is both the stripped-down, no-nonsense appearance and rugged simplicity of the 'classic' British Seagull that affords them a degree of charm somehow lacking in more

modern machinery.

But no matter how reliably prepared, they still only produce a maximum of about 5HP, so navigation on the turbulent upper reaches of the Waikato can be entertaining, to say the least. The narrow, swiftly-flowing upper gorges feature almost sheer rock walls in places, where ferns and other sub-tropical species cling precariously to the almost sheer rock sides above the rushing stream and hurtling dinghies.

Mid-stream boulders, hidden rock ledges and fallen trees all provide an element of excitement in the upper reaches, where the degree of danger is proportional to the lack of water in the river. The more water, the less risk, so releases by the hydro-electric authority are monitored closely by organisers a few weeks before the race.

Once past the thriving city of Hamilton with its numerous bridges, the river widens and slows, with lush, prosperous farming country on both banks, broken only by the occasional town or village.

The half-way point in the race is at Rangiriri Bridge, about 75kms from the start, where entrants pull out for the night and camp in tents on Council-owned land under the bridge, or cross the road to stay in the relative luxury of the Rangiriri Hotel. The bistro does a fine trade in traditional pub grub, and the many coloured levers behind the bar get a serious workout.

For the uninitiated tourist, it is good to know that a half-pint glass mug with a handle is the standard glass, and is called, with typical Kiwi pragmatism, a 'handle'. Don't ask for a schooner, it rather gives the game away!

Next day, race entrants charge off into the shallow reaches of the mid-Waikato, where it is crucial to 'read' the river and stick to the deepest water to avoid prop damage. A curiosity of the Seagull is the patented 'spring drive' where drive is transmitted from the prop shaft to the prop itself via a tightly-coiled spring, mounted in the end of the shaft. In the event of a ground strike or weed jammed in the prop, the



ABOVE: Canny Kiwi, Ross Leger, current holder of the Unmodified 4.5HP Dinghy Class race record of 7:00:09, a time which also would have won him the Modified Class, just pipping actual winner Graham Keegan's time by 42secs. Close racing, indeed!



spring provides some 'give' and this helps prevent damage to the prop. However, multiple strikes will eventually bend, damage or break the spring necessitating mid-stream replacement, which involves pulling the entire motor into the boat. It's perhaps just as well Seagulls don't weigh more than about 20kg!

Other than keeping a close eye on the tell-tale, in case weed wraps itself around the water intake, in the lower reaches racers admire the scenery, listen for any change in the engine's regular thrum, and simply enjoy the experience of being on the water.

One unusual feature that crops up right along all the branches of the lower Waikato are 'bach's' – small, roughly-built riverside shacks that are allowed 'traditional fishing rights' for whitebait – a Kiwi delicacy – on particular stretches of the river. Each has a number nailed to its front door denoting what stretch of the river its occupants are allowed to fish. Some are little more than an oversized outhouse on stilts, while others feature floating pontoon moorings, glass windows and solar

panels for electric light. Women are even invited to the formerly 'batchelors only'shacks in these enlightened 'politically correct' times.

But if a westerly blows up, it can set up a nasty chop in the wider reaches nearer the mouth, so for safety's sake the race finish line at Hoods Landing is at the point where the river broadens into its estuary, a short distance up one of the delta branches.

Here the support crews and onlookers applaud the finishers before heading off to the celebration dinner and prize-giving in nearby Waiuku, where trophy presentations are accompanied by the usual post-event hilarity.

Everyone promises faithfully to be there 'next year' and, as the tail-lights of the trailers disappear into the deepening Kiwi darkness, the Waikato heaves itself a sigh of relief and settles back into its slumber to await the passage of the next twelve months, until the bark of Seagulls is heard once again on the river.

## History of the British Seagull

**1931** – first 'Marston' Seagulls made by John Marston Ltd, maker of Sunbeam cars and bikes in Wolverhampton

**1935** – UK distributor Merlyn Motors of Bristol directors, John Way-Hope and Bill Pinniger, purchase rights to Seagull and name company British Seagull

**1938** – factory and showroom now consolidated in Poole, Dorset, to be the company's long-term home

**1940s** – orders from UK MoD for upwards of 10,000 102-Series British Seagull outboard motors to propel small boats and harbour craft provides windfall that enables the company to expand and export post-war

**1948** – production of the first 40-Series, the 'Lightweight' 1.5HP 64cc motor

**1955** – production of the Century Series 102cc motor commences

**1966** – the Silver Century 102cc motor commences production, the Sixties marking the height of Seagull annual production

**1982** – introduction of the cowled models 125 and 170, the latter a favourite race motor but renowned for fragile bearings

**1987** – final series the QB range introduced, being Curlew, Osprey and Kingfisher, with engine mods designed by team at Queens University Belfast

**1996** – final British Seagull produced and factory closed after approx. one million British Seagulls produced

**1996** – some marketing rights taken up by former Seagull sales director Mike Gregory utilising the Italian-made Selva motors branded 'Seagull Sport' that were the last hurrah of the original British Seagull company.

**Current** – New Old Stock and new spare parts sales for all classic Seagulls, and all other rights and trademarks owned by Sheridan Marine, Oxford, trading as British Seagull. [www.britishseagull.co.uk](http://www.britishseagull.co.uk)

### Other useful websites:

<http://www.seagulloutboard.com>

<http://www.saving-old-seagulls.co.uk>

<http://www.britishseagull.com.au>



ABOVE: Pommie Charles Large with his very modified Seagull 170 attached to the adjustable transom mechanism on one of Kiwi Raoul Lealand's 'Microgulls' on the Waikato River, 2010. As you can see, it's pretty quick, and it holds the race record time of 3:43:00



# GULL NEWS

Latest British Seagull News On People And Events From Around The World



## NEWS FROM BERMUDA - 2011 R.I.S.R



ABOVE: The scene on the beach next to Sandys Boat Club at the completion of the 2011 Heineken Round the Island Seagull Race. They start the Seagull racers early, in Bermuda, if these three budding competitors are anything to go by!! Seagull racing: a sport for the whole family!!

**T**he Seagull and Heineken gods were with us – what a wonderful day weather wise – an ideal Seagulling race day – winds were light – and crossing the harbour to Sandys Boat Club at 7.15am the water was glassy!

And what a day it was!

We had 59 boats registered and paid – we would have made the 60 mark if Kevin Pearson had not hit a plastic bag crossing the harbour to the entry line to sign up!!!!

Of these: two did not start, ten did not finish (with a probable 3 more of these, as 3 boats did not cross the line - that I saw - nor advised me or a crash boat that they were not finishing). So – a total of 44 finished as per my records.

One record was broken – Sports Racing Class – JJ Soares' "Game Over" made it round the Island in 2 hours 7 minutes, beating the old record by 3 minutes!

Congratulations – at least you did not entomb your crew this year! You will have to try and beat your own record next year.

Our usual contender for line honours Brian Lightbourn did not make it – somewhere on North Shore – he and his daughter capsized!! Luckily – there were fellow racers around and the engine, boat and crew were saved (in that order – naturally). Not sure what exactly happened – rumours float around that it was passing a beer and tilting the boat that caused

the mishap – but I have not heard the story from the horse's mouth so will hold my thoughts until I do!!

"Crack Oar" cracked apart – literally You may remember it cracked in half a couple of years ago, and was held together to get to the end of the race. Apparently this year the transom was falling off – so again was held together to complete the race. It is being retired!

This year we had our oldest participant sign up. Pete Notman and his dad Alan came up from New Zealand specifically for the race! These two plus Lucy Lorhan took "Legless" around and won the oldest aged crew prize – 52, 84 and 32, 168 years combined. They had a bit of a shaky start – but thanks to

Cory for supplying spare parts – they resumed their journey around. Mr Notman senior wants to do it again!!!

Pete also started off his pre-race festivities by being caught after a hard night's drinking with Bruce Lorhan sleeping on the grass outside – beside the aptly named "Legless".

There were lots of all-female crews signed up – some provided the crash boats with some "eyefulls" – much to the delight of Michael Heslop and his mate – though some younger crash boat members state they will not be going to St Tropez if that is what goes on there!!!

"Grey Goose" kept the crash boats on an eye out – as the capt. and crew managed to fall out of the boat on North Shore – but they resumed their positions and continued the race and finished!

Nick Chilvers could not get his Seagull engine to work – so decided to go around with a regular Yamaha 15 engine – so it was rather amusing to see him being towed back by a crash boat (not sure how far he got) but – as Michael Anfossi said – "Yamahahaha!!" – I think that he meant - don't trust anything that is not Seagullian for a Seagull boat!!!

I was impressed with the dedication of the guy that was at Sandys Boat Club – armed with a sign saying – "Is your crew hungover – can't make the race? Wanted – boat to ride in!!" (or that sort of thing!) anyhow – he was there from 8am – and managed to hook a ride with Smiley's crash boat at 12.30pm – so – he went around the island in one form or other – You should have seen his smile when he got back – he was happy to have been part of the whole event!

Thanks as always to the committee – comprised of Cory Kowalchuk, Michael Bean, Stephen Roberts and Brian Anfossi as they make all the technical decisions (as well as others!) – we all chase for prizes – and donate to them – whatever that makes this race work!!

If anyone has any ideas for good "green" causes that this race can donate to for next year – let me know.

We are also going to revisit the actual wording of what engine will earn the propspring award for next year – It will have to be completely stock – above and below the waterline – no cavitation plates or anything.

Lastly – I have not done the exact maths –but – on the face of it – I think that we will be able to donate

at least \$2,600 towards the Seymour pond project of the Audubon Society – it will most likely be more – but wanted to let you know. Well done!!!

See you next year – and will confirm the date as soon as it is determined but pencil in June 16th 2012 as that is the closest Sat to the summer solstice ... Spanish Point is the venue next year.... If no date conflicts.....

Thanks to Sandys Boat club for hosting the event – you guys came through by opening early – serving drinks – helping out etc – Thank you!

Thank you to Heineken for being our sponsors – and providing us with your support!

Thank you to Rubis Shell for sponsoring our crash boats!

Thank you to Kirk Wilks and his wonderful catering – his usual good absorption fare!!

Thank you to all of you who donated prizes – what a great collection.

Thank you to Ben Fair of Eyrie FM whose DJ's kept mentioning the race on air.

Lastly: thanks to all the participants If you did not race – we would not have one!!!

**By Martine Purssell**  
**Photos by Pete Notman**



ABOVE: Andy Chiappa and crewman Grey Wojo narrowly held onto second place ahead of Darren Sousa and Shane Madeiros in 'Hatorade', but were still a massive 21 minutes behind the good doctor JJ Soares and his sidekick Bob Vaughan in 'Game Over'. A well named boat!





## NEWS FROM THE UNITED KINGDOM

# The Inaugural International Saving Old Seagulls Round Hayling Island Marathon

The longest European Seagull race was a success.

It would have been nice to have had a few more entries, but I am sure that those who made the effort enjoyed it.

Jan brought his beautiful steel riveted Barge Dinghy over from Holland, quite a rare thing but not well suited to the sea.

The weather on the day turned out to be almost perfect, lots of sun and just enough wind to give some exciting waves.

We started at 12.00 as planned and headed off towards the mouth of Chichester Harbour.

It was neck and neck with the first three boats, until the Cornishman grounded his prop.

Up to that point it was anyone's race. Charles did the heroic thing and assisted, I thought they had turned round because it was too rough so pressed on.

This could have been the South of France.

The remainder of the race for us was a little lonely. Coming into Langstone was fast I saw 10.8mph



ABOVE: The two Cornishmen, Patrick and David with their Silver Century on a very nice 'glass and timber dinghy, heading east towards the bridge over to Hayling Island, on their way to a new race record in the first Round Hayling Island Seagull Race

on my GPS.

We were back in Chichester near the finish before Charles caught up.

We got back to the start at 3.50pm.

My young crew were very pleased.

As a venue it is very good, the launching slip is very large and has loads of parking.

Itchenor sailing club is perfect, very friendly and perfect hosts - a big thanks to them.

Let us hope that next time more people will get involved.

**By Allan McMillan**  
**Photos by various people**



ABOVE: With Dutch crewman, Wander, event co-organiser Charles Large is at the tiller of a much modified late model Silver Century, mounted to a ply-hulled 12-footer that might have won had he not stopped to assist the Cornishmen after they grounded their prop.

### Race Results:

#### Modified Class.

Allan (H-A) in a new record time

#### Stock Class

Patrick the Cornishman also in record time

#### Late news.

Dutch Team face possible disqualification for stopping on Hayling Island for a beer! (Pending judges decision)





## NEWS FROM NEW ZEALAND

# The Frigid Seagull, Taranaki



TOP: Camp Rotorangi; BOTTOM: The 'Naki Kid, aka Graham Keegan from Waitara New Zealand Seagull parts supplier, Simply Seagulls, in his Porta Bote

Winter in Southern Taranaki, NZ, can be a pretty cold, wet and windy place, but the locals are so used to this, it's like water off the Seagull's back - and as they still want to get out and about with their Seagulls - the Frigid Seagull at Lake Rotorangi is their response.

This predictably wintry event often features balmy sunny days, but crisp nights keep people close to the campfire.

Held on the second weekend in June, it attracts hardy folk from all over New Zealand to this pristine 43-mile long lake that, in mid-winter, the Seagullers have to themselves.

Located off Ball Rd, between Patea and Hawera, there are minimal facilities at the Council campground, so everyone brings enough to be self-contained.

The next event will be in June 2012, so remember to pack your woolies!



## NEWS FROM THE NETHERLANDS

# The Netherlands Invasion



ABOVE: The intrepid Dutchmen, Jan Konz (left) and Martin Riethoff, crossed the Channel they were so keen to participate in the Hayling Island Race. Ok, so their Land Rover towed the boat from Holland to Itchenor, but they entered wholeheartedly into the fray in Jan's steel riveted classic 'schippersvlet', a Dutch barge skipper's dinghy, built between 1900 and 1970 with flotation built in fore and aft, powered by Martin's 1942 wartime 102. They had such a good time, despite an obvious nobbling attempt by beer-drinking locals, that they have sworn to come back next year with a proper Netherlands invasion force. We'll have to watch and see they don't land on Hayling and 'claim' it for the Netherlands!!



## NEWS FROM AUSTRALIA

# "Summit To Sea": Inaugural Murray River Marathon

We are calling it "Summit to Sea" as it will begin in the shadow of Australia's tallest 'mountain', Mt Kosciuszko, and finish at the Mouth of the Murray in South Australia, 2500km away.

At this point in time we are negotiating the timing which will be April 2013 at the earliest, and if not then, exactly a year later to take advantage of the 'optimum timing window' on the River (best weather, least idiots).

It will take a month overall, at 10km/hr average, running 6-8hrs/day, with a few days worth of off-river activities, so it will be a sight-seeing trip, not a race - but we'll be cutting it into two sections, so people who want to do 2 weeks rather than 4 weeks can still attend, and for those with short attention spans, it will be possible to do either a week at the beginning or a week at the end also.

We will hopefully have a paddle-wheeler as 'floating dormitory' for part of the way, and the rest will be riverside campsites, so pack the mozzie repellent, tent and sleeping bag. Food will be communally purchased and prepared, with a road-crew doing the daily shopping,

including fuel. Fuel is currently AUS\$1.45/L, and will probably be about 10-15% more by the time of the event. Food will be about AUS\$20-25/day. Plus you will need pocket money for drinkies, and we will be staying at least every third night in either pubs or caravan parks, which will be between AUS\$25-50 per night. There will also be a required contribution to cover the cost of fuel for the chase boat, probably between AUS\$150-300. Plus you have to get yourself to the Start Line at Albury in NSW, and get yourself home from the Finish Line at Goolwa in South Australia. These costs aren't precise, but should be fairly accurate for an estimate to assist you with budgeting and costing.

So far we have 4 potential International entries, but there is room for plenty more. Anyone interested you have 18 months (at least) to plan, organise a Leave Pass, negotiate with the Holiday Planner and the Finance Minister, and get your snow-white, untanned, northern-Hemisphere arse Downunder.

Locals who have actually motored the entire length inform me it is

eminently do-able - with care - and the lower reaches, separated by locks, are essentially millponds with exceptional scenery included.

Anything could happen, and probably will. All we can promise you for sure is the trip of a lifetime!

**By Mark Walker**

## Penrith to Palm Beach Endurance Race

A few of the Aussie contingent have been discussing the idea of an endurance race, like the Waikato, down the Hawkesbury River, from Penrith west of Sydney to Palm Beach near the mouth of the river. It will be a weekend jaunt over two days, staying in a caravan park at the half-way point, and features some spectacular scenery and would be a good excuse for a trip to Australia. Much of the course is accessible by car and is about an hour's drive from Sydney. The race distance will be around 140km, and there will be space for different classes of motors and boats. For more details and to get on the emailing list, email Mark at [ozseagullgroup@gmail.com](mailto:ozseagullgroup@gmail.com).

## Australian National Seagull Owners Gathering

Over the week of 2nd-6th January 2012 at Myall Lakes National Park, NSW, Australia (bit north of Newcastle, 2 hrs from Sydney), a bunch of us guys are getting together with boats and Seagulls and beverages to talk shit, tell tall stories, play around with Seagulls, and maybe have a race up the Myall River to the Plough Inn at Bulahdelah, where the publican has a fine table and lotsa cold beers!

So we're throwing out the welcome mat. Pack your Seagull into a crate, pack it on the plane as 'luggage' and escape the mid-winter chills in the UK. Tell SWMBO that it's a 'holiday in the sun', park her in a motel in Sydney, and come play with us for a cuppla days! We'll find a boat for you to stick your Seagull onto!

Seriously, it will be a hoot. Apart from the race up the Myall River, we have another 'race' down the river to Tea Gardens, where we'll be looking for a decent coffee. Trivia Quiz, party pies, funny hats, and hopefully a good time will be had by all. See you there! Enquiries to [ozseagullgroup@gmail.com](mailto:ozseagullgroup@gmail.com)





# DROPPINGS

Humour, Jokes, Tall Tales, Trivia and Tidbits

## A Few Laws to Live Your Life By....

- ☹ If anything can go wrong, it will – Murphy's Law
- ☹ One of the keys to happiness is a bad memory – Brown's Rule
- ☹ If you don't need it and don't want it, there is always plenty of it – Murphy's Law of Supply
- ☹ In America, it's not how much an item costs, it's how much you save – Paulg's Law
- ☹ Don't believe everything you hear or anything you say – Murray's Law
- ☹ Marriage teaches you loyalty, forbearance, self-restraint, meekness, and a great many other things you wouldn't need if you had stayed single – Townsend's Law

## Quik Quiz

**Q:** The British Seagull was not the only outboard named after a species of water bird. Can you name any others?

Answers via email to [thegullnewsletter@gmail.com](mailto:thegullnewsletter@gmail.com) with "Gull Quiz" in the subject line by the end of the month and the first three deemed printable will receive a prize!

## Joke Of The Day

A man who's wife was pregnant couldn't bear to be in the delivery room at the time of the birth.

So he thought he'd ring up later to see if it had come yet.

He rang up and the nurse said "it's a girl but theres another one on the way"

He rang again later and the nurse said "it's another girl but there's another coming"

He rang once more and the nurse said " it's a boy but there's another coming"

He couldn't stand it any more so he went to the pub and got drunk.

An hour later he was really nervous. Dialling the hospital, his hands shook so much he accidently dialled the sports line. He asked "how many did we get, mate" the person said "198 all out.... and the last one was a duck"

## Did You Know...??

...that British Seagull, in their final attempt to keep the company afloat and stave off liquidation, entered into an arrangement to sell Italian-made Selva motors, badged as 'Seagull Sports'?

An entire range was proposed, from 5HP thru 10, 15, 20 and even up to 50HP! Needless to say they did not sell well enough, and the company still folded.

However the rights to market the Selva motors, using the 'Seagull Sport' brand name, were taken up by Mike Gregory, former Sales Director, and sputtered on selling a few hundred more Seagull Sports, mostly the 6HP model.

## How To Start A Fight...

My wife and I were watching '*Who Wants To Be A Millionaire*' while we were in bed.

I turned to her and said, 'Do you want to have sex?'

'No,' she answered. I then said, 'Is that your final answer?'

She didn't even look at me this time, simply saying, 'Yes.'

So I said, "Then I'd like to phone a friend."

And that's when the fight started...

# YOUR BOATS

Seagull Boats Come In Many Shapes And Sizes

## Allan McMillan's UK-based Race-Winning Dinghy

Words and Pics by Allan McMillan



Simplicity of the stitch-and-glue construction method easy to see here



Slightly bow-up attitude with the motor on the transom and no crew aboard. Transom is too low, as motor sits too deep in the water for efficiency



Modification to the transom to raise the motor demonstrates how far out this was initially. Now, anti-ventilation plate is approx. 50mm under water



THE WINNER!!!! "Has anyone seen Charles and Andy..???" The boat's name, 'Qapla' for those not into Star Trek, is Klingon for 'success'. Very aptly named!

This race-winning 12-foot skiff was constructed in a relatively short time period using the stitch-and-glue method.

This method is great for lightweight boats, as it is both very strong and very light, and relatively simple to do.

This skiff is designed with a bit of fore and aft 'rocker' (that's the curve up to both ends from amidships) but with a flat bottom aft to reduce drag in calm water, and enough V in the bow section to prevent slamming in a light chop or swell. Twelve feet is a good length for a small boat, as it provides enough displacement to maintain a reasonable freeboard, and it enables the panels of the hull to be cut from standard sized 4-ft X 8-ft (1220mm X 2400mm) sheets of ply. This design used only two sheets. Once cut from the pattern, holes are drilled around the edges at approx 200mm centers.

The ply panels are stitched together with cable ties, which are progressively tightened to form the hull shape.

The hull can then be filleted and taped on the inside. Initially filleting was done using colloidal silica powder and resin, but when this proved brittle wood flour (fine sawdust) was used as the filler in the Polyester.

Once the inside of the hull is taped, it can be turned over and the external chines taped with fiberglass tape also.

Finally the hull is sheathed in fiberglass fabric, in this case a light fabric of only 80gsm.

Cut it approx to the shape of the hull and lay the fabric onto the dry hull. Then wet out with a brush and laying up roller using polyester resin.

Sand smooth once dried and paint, preferably with a polyurethane or marine paint, but ordinary oil-based exterior house paint will do at a pinch.

First time out it won at the Seagull Race at Lerryn in Cornwall (left) and promptly got banned for being too fast. Job well done!



# YOUR BOATS

Seagull Boats Come In Many Shapes And Sizes



## FAIRLITE GULL

Marco Sniekers, Australia

This fibreglass lapstrake hull was designed for rowing, sailing or outboarding, a three-in-one trick that not many boats could pull off in 1970's Australia. A robust dinghy with built in positive buoyancy chambers, it is safe even with a young and enthusiastic crew! And what a perfect name for a Seagull boat, eh?



## 'THE EXPERIMENT'

Al Ward, New Zealand

Prolific boat-builder and tinkerer, Al Ward, wondered if a Seagull motor could be made to work like a Vietnamese 'long-tail'. So after a bit of cutting and shutting, and some creative engineering solutions, this was the result. It worked - sort of - but did not create the surface drive effect Al was looking for, so it has gone on to that big 'lab' in the sky. But it does demonstrate the ingenuity of many Seagull boat-builders and states boldly and without fear - 'never be afraid to try out an idea; it just might work'!!



## THE MINIMAX

'Pirate' Pete Notman, New Zealand

Seagull racer, ace photographer and globetrotter, Pirate Pete steers the Silver Century on the back of his ply-hulled 'Minimax' in an attempt to get it up on the plane. About the smallest boat you can build, the Minimax goes hard with a 15HP Yank or Jap motor, but struggles a bit with classic Seagulls - 5HP just ain't enough. But it goes to show that 'anything goes' insofar as Seagull boats are concerned!

Send us a pic of your boat to [thegullnewsletter@gmail.com](mailto:thegullnewsletter@gmail.com)



# International Events Calendar

## OCTOBER 2011

### Saturday 22nd to Monday 23rd October 2011 Lake Dunstan Seagull Outboard and Classic Dinghy Regatta

Labour Day weekend festival with special awards for Seagull entrants. Cromwell, Sth Island, NZ.  
Enquiries contact Grant Jefcoate of Alexandra  
Ph 034487028 email jefcoate@clear.net.nz

## OCTOBER 2011

### Sunday October 9th 2011 10am Paper Mill lock on the Chelmer and Blackwater Navigation. North Hill, Little Baddow, Essex

A gentle jaunt up the canal to Chelmsford then back down past the Mill to Maldon, and back for lunch in the Cafe at the Mill. For info and to book in contact  
Email: john@saving-old-seagulls.co.uk  
Ph: 01621 778859

## NOVEMBER 2011

### Saturday/Sunday 5-6th November 2011 RMYC Wooden Boat Festival, Newport, NSW

Weekend long festival of all things classic, including a display of motors by the Oz Seagull owners group, and a 'drive by' on water for the Seagull boats as part of the general festivities.  
Email: ozseagullgroup@gmail.com

### Saturday 12th November 2011 Waitara River Seagull Outboard Race, Waitara, Taranaki, Nth Island, NZ

We are hoping to have 5 races during the day. Camping available at Marine Park Campground Waitara, or Onaero Bay Camp. There may be one or hotel in Waitara or motels nearby.  
A free sausage sizzle will be available to competitors and crew for lunch on Saturday. Registrations of interest contact Jan or Graham  
Ph 06 7544056 or Mb 027 4844301  
Email seagullparts@xtra.co.nz

## JANUARY 2012

### Monday 2nd to Friday 6th January 2012 Inaugural Australian National Seagull Owners Gathering, Myall Lakes, NSW

Camping holiday with Seagull activities, which may include a race up the Myall River.  
Main camp will be at Mungo Brush. Those who do not wish to rough it can stay at hotels or motels in either Bulahdelah or Tea Gardens or Hawks Nest.  
Email: ozseagullgroup@gmail.com

## FEBRUARY 2012

### Friendly Bay Oamaru Harbour Regatta

Seagull Outboard Racing, Sailing Dinghies, Traditional Boats, Coracles, Rowing Races, Bathing Beauties, Sandcastle competition  
Food & Coffee Available, Live Music  
Bring a Picnic & Your Togs  
Contact oamaru.regatta@gmail.com or Mike  
0211135593

## APRIL 2012

### Saturday/Sunday 7-8th April 2012 (Easter) The Great Annual Waikato River Seagull Race

Boasts to be the longest Seagull Outboard Race in the World at 142km. The race has been held annually since 1983.  
Starts from Karapiro Dam near Cambridge, south of Hamilton. Half way overnight stop at Rangiriri north of Huntly is a camp out, although the nearby Rangiriri Hotel may have accommodation, but best to book early.  
For more details or an entry form contact John Crichton. Email sandspitmotor@xtra.co.nz  
[See story on the race in this issue]

## JUNE 2012

### The 'Frigid Seagull' Lake Rotorangi Winter Run, Patea River, Southern Taranaki

Start / finish from the hydro dam end of the lake .  
A scenic excursion Saturday with stops for morning & lunch & afternoon tea (bring & share style). Beach bonfire on Saturday evening.  
Contact Dave & Anne email:  
macanddoc@vodafone.co.nz  
Contact Phil Bennett 04 902 2575 email:  
philbent@paradise.net.nz

### Saturday June 16, 2012 (rain date June 23) Annual Heineken Round the Island Seagull Race, Bermuda

Venue: Spanish Point Boat Club from 8.30am  
Sign up Wednesday June 13 at 6pm  
Route anti-clockwise around Bermuda (42 miles)  
Entry fee \$65 per person – includes T shirts which feature original artwork created specially for the race each year, and BBQ dinner  
All race profits go to "green" causes on the island.  
Enquiries: martine.purssell@law.bm  
[See story on the race in this issue]

*The cut-away Seagull artwork is © Keith Pizey and is used with permission and many thanks!*

