

# Buzz Buying Guide

## Brief History Development

The Buzz started at sail no. 401 in year 1994 with the Mk I version. A number of revisions were made and a Mk II version was launched with sail no. circa 450 in 1995/6.

The differences between the Mk I and Mk II versions of the Buzz are:

- The **kicker** was fed back to port and starboard on Mk I, whereas on Mk II it is led straight down the middle of the boat and under the mainsheet cleat.
- The **jib cleats** were in board on blocks moulded into the deck on earlier version, until they were replaced with cleats mounted on brackets bolted to the sides of the boat.
- The **mainsail** had 3 battens with an extra batten added to Mk II.
- A **buoyancy hatch** was added from about 800/850 onwards. This hatch can be retro fitted to Mk Is.
- The **space frame** has had an additional stainless rod fitted since its introduction (as a guide Buzz 530 never had one originally but Buzz 722 did) . These can easily be retro fitted to Mk Is and are readily available for a modest cost (typically £10 to £15). (The strut stops the frame from lifting under load so therefore a rope strop with purchases can be used as a cheaper alternative)
- The **Boom and Kicker** attachment
- All booms now have webbing strops on as standard for kicker and mainsheet.
- Old style booms – check the mainsheet fittings as the shackles could have worn the boom away and increase the chance of breakages.
- Check wear on kicker strop and securing rivet – they do wear
- All Mki boats can be modified legally to MkII. This also applies to MkII being converted back to Mki format The hull colours, sail numbers and corresponding years are:

Sail no.s	Hull Colour
401 to 500	White
501 to 850	Light Blue
851 to 860	White
861 to 970	Red
971 to 980	Purple
981 to 1090	Dark Blue
1091 to 1099	White
1100 on	Black

## **Items to check for when buying second hand Buzzes.**

The following is a list of key items to check for. Please use the Buzz Class Association Message Board for clarification and the most up to date information.

1. **Dagger boards** are prone to leaking (they are hollow), however this problem can be sorted out. Also check for any disfigurement due to excessive temperatures when storing.
2. **Please use the ISO buyers guide for help and pointers as the boats are very similar.**
3. Ideally try and check that the boat is water tight – there has been some evidence of gunwale seams cracking and if the boat has T-boned another the pole hole surround can be easily split and is hard to see with pole in place
4. Check shroud plates – with high rig loads there has been some evidence of these wanting to ‘pull through’ the gunwale
5. Check that the spinnaker ratchet blocks work – they’re £35 each!
6. Check that the spinnaker is stitched on all seams – some were only glued and there is some evidence that seams have opened;
7. Check luff ends of main sail batten pockets – most are now riveted to prevent the battens wearing their way through to the luff rope;
8. Don’t worry too much about minor surface nicks and scratches – these can be easily repaired

## **Contributors**

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