



'Mayfly'

12' O.D.

“RIGHT”!

from
the

START !!

sail

BRITAIN'S

Finest

MULTI-PURPOSE

DINGHIES



'Seafly'

14' O.D.

and the

NEW! EXCITING! '4' 1

14' SINGLE-HANDER



it's Sound Common Sense to Support "Safety Afloat"!

Comprehensive Specification

Includes:—Toestraps, centre-board slot rubber, boom kicking-strap, "talurit" spliced rigging, rope-tailed halyards, mainsheet blocks with slide in transom track, sliding gooseneck and track, friction-operated centre-plate, lifting rudder, tiller and extension, fittings and shackles, etc., necessary to rig for sailing. Rudder blade and centre-plate from **anti-fracture plywood**. All materials, including plywood, mahogany, spruce, ash, etc., are selected first quality to marine specification. All hull joints are screwed and modern waterproof glues are used throughout the construction.

The Seafly is a logical development of the Mayfly, intended for the owner who needs a larger cruising-racing dinghy, which planes easily and yet possesses outstanding sea-keeping qualities. As with the Mayfly, there is ample **built-in buoyancy (over 1,500 lbs.)**—the same upswept chine construction is used and the design is reasonably dry in a choppy sea. Carrying out the usual manoeuvres produces no heart stopping moments, in fact, gybing is quite a revelation. For the family man whose dinghy may be used for a multitude of purposes, provision can be made to carry an outboard motor, while oars and rowlocks can be fitted as an extra.

The Seafly's sailing ability has been proved beyond doubt and can be recommended to both an experienced helmsman and to the novice with complete confidence. Portsmouth rating is 93—usually achieved by the average helmsman.

The Seafly has continued to develop rapidly and sail numbers are now over 250. The Class continues to expand, several more clubs (both at home and abroad) have adopted the Class recently - a great achievement against competition from established and newer Class boats. They are also used by sailing schools, particularly in coastal waters and abroad.

A **FIBREGLASS HULL** is now available (as approved by the Class Association within Racing rules) - produced in accordance with Lloyds Specification and recommended practice as laid down by S.B.B.N.F. - "Construction of Small Craft".

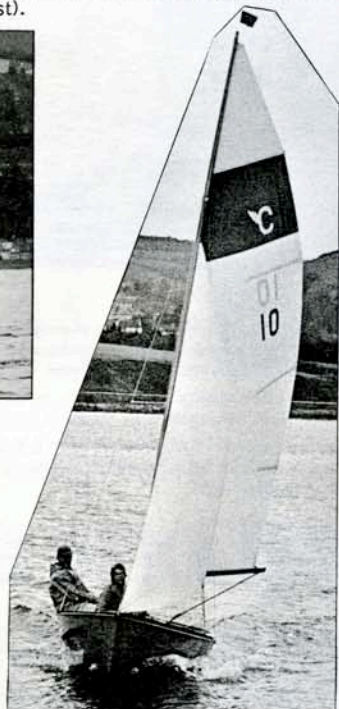
Fibreglass techniques are constantly being improved and will be incorporated in the production of the Seafly hull as and when they are considered advantageous.

Severe tests have proved these hulls and they are accepted by cruising and racing owners alike. It is anticipated that plywood hulls will continue to be in greatest demand in the future as with other "Classes" where glassfibre has been offered as an alternative. In this respect, every effort is made to achieve similarity and retain the attractive One Design character which is making the Seafly increasingly popular.

SHELLS only are now available from £50 or part built by quotation to owner's requirements.

SIMPLE TO SAIL - EASY TO BUILD. 'Do it yourself' or buy complete.

FULL KITS (for wood boats) are becoming popular again and are available to finish as stage 2 in price list. Price (ex works) £76. (For spars, fittings, rigging etc., see "additional" price list).



Price List—Seafly

Completely built and fitted out. Hull painted to owners choice of one colour. Decks / interior varnished 3/4 coats. Spruce spars, fitted forward bulkhead / buoyancy and including terylene sails with Class insignia, number (white on red panel), battens and sail bag. Comprehensive specification and ready to sail	£270 : 0 : 0
SPECIAL OFFER Completely built Seafly as above including sails but unpainted and unvarnished and with all loose fittings etc	£38 : 0 : 0
Complete boat fitted out and ready to sail as above. Hull of moulded GRP construction (white). Decks, forward bulkhead, centre box of moulded GRP construction white / blue. Wood simulated finish on top decks - extra by arrangement	£270 : 0 : 0
Complete boat fitted out and ready to sail as above. Hull of moulded GRP construction (including centre box). Decks of best quality marine plywood. ..	£296 : 0 : 0
STAGE 1. Full kit of wooden parts	£76 : 0 : 0
STAGE 2. Shell only Marine plywood	£70 : 0 : 0
STAGE 2a. Shell only including centre box of moulded GRP construction ..	£76 : 0 : 0
STAGE 3. 'Decking kit' of Marine plywood	£40 : 0 : 0
STAGE 3a. 'Decking kit' of moulded GRP construction will be made available and subject to special quotation when owners requirements are known	
ADDITIONAL to Stages 1, 2, 2a.	
Spruce mast and boom	£23 : 0 : 0
Set fittings	£14 : 8 : 0
Set riggings and cordage	£9 : 5 : 0
Set plans and Design Royalty	£4 : 10 : 0
Suit terylene sails to Class rules	£32 : 10 : 0
OPTIONAL EXTRAS	
Nylon spinnaker	£12 : 5 : 0
Boat cover, fully tailored and skirted, boom up type in medium grade green canvas	£13 : 5 : 0
Holt Allen alloy mast. (special offer). Extra	£8 : 0 : 0
Insurance (7 months in commission, Racing risk etc.)	£4 : 12 : 6

SAFE CAPACITY **SBBNF APPROVED**

this boat is designed for use in Coastal waters
under normal conditions,

when it should safely accommodate 5 persons
averaging 150 lbs. per person

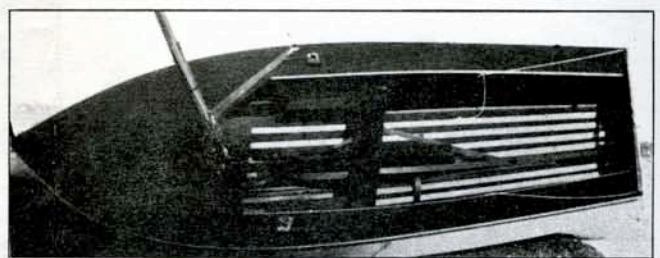
or a properly distributed max. load of 982 pounds
including persons, gear,
and motor, which should not exceed 5 h.p. (maker's rating)

IN ADVISORY CONDITIONS
REDUCE CAPACITY



Maximum Stability

Top Class Performance Class Racing



Superb Seaworthiness Lightweight Easy to Build Low Costs

SEAFLY

L.O.A.	14' 9"
L.W.L.	14' 0"
BEAM	5' 8½"
DRAFT	8"
DRAFT C/P	3' 10"
MAST	21' 6"
SAIL AREA	120 sq. ft.
SPINNAKER	135 sq. ft.
HULL WEIGHT	240 lb.
TOTAL wt. rigged	280 lb.

for Cruising — Racing — and Single - Handed Sailing —

GENERAL CONSTRUCTION OF BOTH BOATS

The Prefabricated Keel is vertically laminated in one unit from stem to transom knee, including centre-box to avoid "leaky joints", to form an exceptionally strong "backbone".

Hulls are jig-built by experienced boatbuilders, specialists in the production of lightweight "Class" sailing dinghies. The Mayfly was probably the first successful design in which the single chines are upswept to dissolve before meeting at the stem-head—a feature now becoming popular in newer designs. The finer "clean-entry" bow is developed by moulding the forward plywood panels in the same manner—producing a rounded forefoot and a large planing section aft. Special attention has been given to the economic needs of the amateur builder by offering a simple but practical and smart interior-of-hull design which includes "Built-in Buoyancy". There are no frames or ribs, but the whole construction is proved to provide ample strength, rigidity, comfort and safety. The hull plywood is 6 mm. and strengthened by integral (glued) floorboards 2" x 1/2".

Masts are "deck-stepped" and easy to lower without disconnecting the simple rigging—they are hollow, enclosing halyards and slotted for mainsail luff rope.

Mayfly—Now over 360 sailing in Great Britain and increasingly popular where regular sailing is enjoyed, even in severe conditions, by owners who travel long distances to and from their sailing water.

The following are extracts from test reports by leading critics ("Light Craft", "Helmsman", etc.) . . .

" . . . under test, the Mayfly was found to point high and to be a very dry boat".

"We spent some time doing all the wrong things and trying to miss stays, but going about seemed extremely easy and it was difficult to get into irons. We formed the opinion that the Mayfly would short tack in narrow waters better than many other boats we have used."

"While reaching, the boat was allowed a considerable angle of heel, but at no time did there seem any risk of capsizing. We gybed several times without any disturbance or the need for quick movements by the crew to trim the boat. We certainly enjoyed sailing the Mayfly."

"We liked the way the designer has departed from conventional construction in the unswept chine and the laminated centre member. The results have proved his theories. In this way progress is made in the practice of boat designing. Mayfly gives a good performance without the need for acrobatics and agility demanded by some other fast designs. She should offer sport to enthusiasts of all ages, but she may have a particular appeal to those who are no longer quite so young and agile. You can be a bit late with your movements and the Mayfly will tolerate your leisureliness (or inexperience) and still give you a thoroughbred performance."

MAYFLY has over 1,000 lbs. built-in buoyancy and is difficult to capsize. Several sailing schools and Education Authorities are using the boat which is DOUBLY APPROVED by the S.B.B.N.F. and R.Y.A. for "Safety Afloat"

MAYFLY

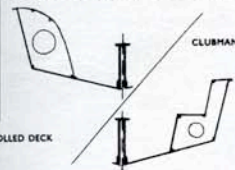
Safe Cruising

Family Sailing



Price List—Mayfly

	£	s.	d.
Completely built and fitted out. Hull painted to choice of one colour; decks and interior varnished 3 coats. Spruce spars, white Terylene sails to One Design, complete in bag, insignia, number, battens. Comprehensive specification and ready to sail (built-in buoyancy/side decks)	222	10	0
STAGE 1. Part built hull to include c/box, kingpost, main deck beam, for'd and aft side deck formers, gun'ls fitted and all necessary parts to complete, priced to include suit Terylene sails to Class rules	121	6	0
STAGE 2. Completely built, but UNPAINTED AND UNVARNISHED, but with Terylene sails to Class rules	159	19	0
ADDITIONAL to above Stages 1 and 2.			
Spruce mast and boom ready for varnishing	22	7	6
Set of fittings, etc., keelband, slot rubber, etc.	7	4	10
Set of rigging and cordage, including Talurit spliced shrouds and forestay, rope-tailed halyards, main and jib sheets, blocks and shackles	10	14	4
Set of plans and instructions (Stage 1 only. Designer's Royalty)	4	10	0
OPTIONAL EXTRAS.			
Nylon spinnaker	8	8	0
Bow buoyancy bags	2	5	0
Built-in forward bulkhead	5	15	0
Kit for forward bulkhead (Stage 1 only)	2	15	0
Boat cover, fully tailored and skirted, over boom, medium grade green canvas	10	15	0
Insurance (7 months in commission, Racing risk, etc.)	3	12	6
Other extras listed on our order form.			

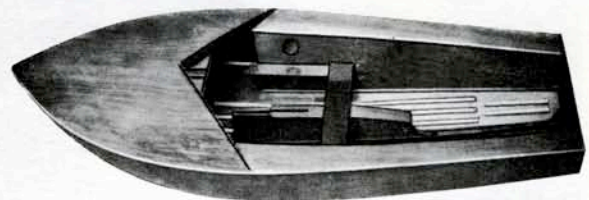


Alternative Deck Sections

MAYFLY

L.O.A.	12' 9"
L.W.L.	12' 0"
BEAM	5' 6"
DRAFT	7"
DRAFT C/P	3' 6"
MAST	18' 6"
SAIL AREA	90 sq. ft.
SPINNAKER	105 sq. ft.
HULL WEIGHT	155 lb.
TOTAL wt. rigged	210 lb.

Main Deck Form




ROYAL YACHTING ASSOCIATION
 APPROVED CLASS STATUS

THIS is to Certify that the MAYFLY class has been granted Approved Status by the R.Y.A. in the following categories:—

- SUITABILITY The class is approved for sailing or racing on:
 (a) Sheltered coastal and inland waters
- In particular the class is considered suitable for:
 (c) Children
 (d) Instruction
 (e) Day sailing
- CONSTRUCTION (1) Amateur construction of bare shells or sub-assembled hulls
 (2) Professional construction.

SIGNED ON BEHALF OF THE ROYAL YACHTING ASSOCIATION

Aracis P. Kibbe
 SECRETARY
 Dated 24.9.64

ROYAL YACHTING ASSOCIATION,
 72, VICTORIA STREET,
 LONDON, E.W.1.

SAFE CAPACITY  **SBBNF APPROVED**

this boat is designed for use in *Coastal waters* under normal conditions, when it should safely accommodate **4 persons** averaging 150 lbs. per person or a properly distributed max. load of **770 pounds** including persons, gear, and motor, which should not exceed **3 h.p.** (maker's rating)



NEW! EXCITING!! SINGLE-HANDER WITH A NOT JUST — '4' — 'NEW LOOK'

SPECIFICATION:

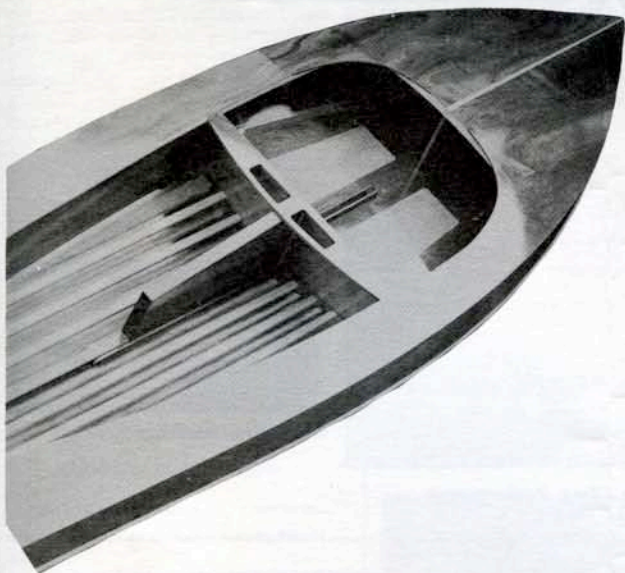
L.O.A. 14' 0"
 BEAM (Max.) 5' 6"
 DRAFT (with C/P) 3' 0"
 Sail 90 sq. ft.
 Sailing weight 210 lb.



—FOR TWO—TOO!!
 (WITH ALTERNATIVE SAIL PLAN)

Lightweight AND unrivalled stability—for which the Mayfly and Seafly are reputed, are now available to the "Single-Hander" with the introduction of "For One"—designed and produced in response to continuous demand for such a boat by enthusiasts in those two popular Classes. At the same time, the final design has proved to have an outstanding performance on all points of sailing and well suited to the average helmsman who may not wish to perform acrobatics to enjoy first class sailing. The "For One" does *not* need a sliding seat or a trapeze aid—the sitting out power is provided in the maximum beam and the unusual "tumble home" deck design provides comfortable sailing

EQUALLY important is the attractive conversion from single (una) to sloop rig for 'crewed' sailing by simply moving the mast aft on the adjustable step and adding a foresail (or alternative sail plan). It's intended that the deck and interior layout can be varied to suit individual preference - the standard design is as shown. A bulkhead carries the central mainsheet track and divides the cockpit fore and aft. Built-in buoyancy is contained in three separate compartments. 1, in the forward bulkhead and (self-drain) false floor of the forward cockpit (with foam buoyancy under) and 2, in each of the tanks under the port and starboard side decks of the aft cockpit which is full depth. Standard specification includes metal mast and adjustable goose-neck to give ample height under the boom as required - kick strap, central mainsheet, toestraps etc. Price: (complete with terylene sail) £225 ex works. *Shell kits from £110*



South Devon Boatbuilders reserve the right to alter prices and specification without notice, and all orders are accepted subject to prices and conditions ruling at time of delivery. All prices listed "ex works and unpacked".

Terms: One-third deposit with order, balance payable on receipt of final statement. (H.P. arranged with pleasure.)

Terms of business as "sponsored by Ship & Boatbuilders National Federation". Order forms include list of optional extras and quotations will be submitted for any individual item.

SOUTH DEVON BOATBUILDERS

THE SAILING DINGHY SPECIALISTS

Iddesleigh Terrace - Dawlish - Devon - Telephone 3593