

SEAFLY DINGHY CLASS ASSOCIATION

AUTUMN NEWSLETTER

The sailing season is drawing to a close having made its mark by the winds through April, May, June, etc. - August moderated and made up to some degree. I hope that you all enjoyed your sailing in spite of conditions and here is a resume.

NATIONAL CHAMPIONSHIPS AT WORTHING

An entry of 26 was rather disappointing but nevertheless gave an enjoyable time. We thank the Worthing Yacht Club for their hospitality and excellent organisation. Most of us will remember the seaweed which acted as a real shock absorber when coming ashore but which also had a habit of finding its way into the boat and onto sheets etc.

It blew hard on the Tuesday and racing was postponed but on Thursday and Friday we had two particularly fine days. Once again we have a new champion - Morris Arthur and Brian Cooper could not quite hold off the challenge from Highcliffe of Kim Slater in 418.

Although only sailing in a Seafly for this year, No. 418 has been going well at Highcliffe and must be a credit to Highcliffe Sailing Club putting them in a good position to retain the Championship next year on their home ground (or should it be water).

Morris related an incident to me later (I was certainly nowhere near when it happened). Morris and Brian were in the clear lead at the end of the first lap and retained this on the beat to the windward mark. At this stage he must have been concentrating too hard for he went off to complete another triangle forgetting the 'sausage' leg. Kim, although behind, hailed him to correct his course - unheard of in Championship racing. Subsequently Kim passed Morris and we are left wondering whether Morris had returned the compliment, was suffering from shock, or whether 418 just was being sailed faster. The overall results indicate the latter. Keep it up Kim - if you can continue to win races and still retain good manners afloat you are a credit to your parents, your Club and to the Class.

This is the spirit of Seafly sailing and one of the reasons why the Championship week is so enjoyable. Although it is unfair to pick out particular performances I think two names are worthy of remark - Brian Blogg turned in a very creditable and consistent performance to finish third overall - Harry Venables stopped worrying about your subscriptions on Friday and after an excellent performance finished third in that race.

Now is the time to think of next year's holidays and get to the Championships which will be at Highcliffe Sailing Club, Mundeford, Hants. Have a week's sailing and a week's holiday next year. We hope to arrange a camp site for members to use. Remember the kids have a good time, and mum can get a bit of rest.

SEAFLY NATIONALS, 1973

JULY 29th TO AUGUST 3rd

Open Meetings so far notified:

- | | |
|------------------------------|-----------------------|
| Tankerton Sailing Club, Kent | 17th - 18th June |
| Seasalter, Kent | 14th - 15th July |
| Worthing, Sussex | 15th - 16th September |

The A.G.M. was held on Wednesday, 9th August. Continued interest in the Class is reported although new boat growth is relatively slow-- numbers being up to 423. With this number of boats the Class should be growing faster. During the year our ex-champion Morris Arthur and Brian Cooper put a lot of time and effort into publicising the Class and have just had a weekend at Lowestoft with the possibility of the Class being adopted by the Royal Norfolk and Suffolk Yacht Club. Harry Venables continues to work hard behind the scenes and we are grateful that he is continuing as Treasurer. Peter Scovill was elected to the Committee and subsequently Stan Walton expressed willingness to serve and has been coopted into the Committee. Our thanks to John Cornforth who retired.

The result of our first Committee meeting is that our officers are:-

Class Association Chairman Stan Walton, Marsh House, Ham Road, Faversham, Kent.
Secretary Peter Scovill, 26 Chestnut Grove, South Croydon, Surrey.
Treasurer Harry Venables, Cedrus House, Dry Bank Road, Tonbridge, Kent.

and with this combination I believe we are in a position to move forward as a Class if we all pull our weight behind them.

Postal voting on the helmsman rule (an last year's Agenda) showed a clear indication that the helmsman was considered the entrant and this has been included in the Racing Rules. The motion concerning development of the boat was discussed at length and rejected by a narrow margin in spite of an amendment. This of course does not mean that people will stop trying to improve the boat - it only means that it will be unofficial since it is difficult to frame a suitable rule. Discussion of the term 'simple spreaders' (Rule) was agreed as being nonadjustable so that spreaders could be fixed, swinging or limited swing.

Prior to the meeting we had a special showing of a professional film of Seaflys in action which has been donated to the Class Association by Anglia Television through the efforts of Morris Arthur. This is indeed excellent filming showing Seaflys planing fast and is a sight for sore eyes. One sequence was taken from inside the boat and shows the helmsman clearly in action as well as a pair of hairy legs. We hope to have this included in the GPCR show and will be good publicity - our thanks to Anglia and all who took part to make this film so successful.

SEAFLY NATIONAL CHAMPIONSHIPS - 6th-11th AUGUST 1972

For Seafly Week '72 the Nationals returned to Worthing after an interval of four years. Despite severe conditions on the opening day and a near gale which prevented any racing on Tuesday, the programme was successfully completed with fine sailing conditions for every race.

The entry list of 27 was not as high as might have been expected. Apart from 12 local boats there were six visitors from Seasalter, five from Highcliffe, two from Blakeney and one each from Tankerton Bay and Fishers Green. Regrettably neither Starcross nor South Cerney were represented.

For the Practice Race on Sunday a force 5 - 6 southerly wind, dead on-shore, made launching very awkward and with a week's hard racing ahead, it was not surprising that only half-a-dozen helmsmen ventured afloat. A short Olympic-type course was set and Kim Slater of Highcliffe in C418 - Blackfoot, took an early lead which he never lost but unfortunately he missed a straightening mark at the end of the last lap and was disqualified. His performance, however, was a portent of things to come. Results were: 1st Peter Hirst, Worthing (C409 - Rising Slowly), 2nd Brian Blogg, Blakeney (C290 - Turmoil), 3rd Chris Andrews, Worthing (C379 - Tertia).

On Monday the wind had resumed its prevailing south-westerly direction, force 3-4, and 24 boats came to the start line of a full Olympic course for the Sussex Salver. At the windward mark Kim Slater had a short lead over the 1971 champion Morris Arthur of Blakeney (C205 - Mistrale), but on the first reach he was passed by Arthur while setting his spinnaker and these two gradually opened up a considerable lead, as they did on several subsequent occasions. Morris Arthur was first across the finishing line, only to find that he had been disqualified for a premature start. Having started at the outer end of the line he had not heard the recall gun but most sportingly accepted the race officer's disqualification even though it had not been possible to lower the class flag to the dip owing to a jammed halyard. So the Sussex Salver was won by Kim Slater, with Brian Blogg second, Alan Yates, Highcliffe (C113 - Pixie) third and Britt Hand, Highcliffe (C155 - Chris) fourth.

On Tuesday a force 7 near gale and heavy seas put paid to any hopes of racing and the race for the Lucas Cup was postponed until the following day.

By Wednesday, the wind had moderated to force 3-6 but with heavy breakers still crashing on to the beach it proved very difficult to launch the safety boats at 11 am. and it was decided to postpone the race until 2 pm. by which time the tide had turned and both wind and sea had gone down considerably. Most competitors went afloat and Slater and Arthur were soon to the fore again. Both set spinnakers on the final reach, but Arthur failed to get his set properly and Slater crossed the line just in from. Peter Hirst was third and Alan Yates fourth.

For Thursday the sun came out with a light force 2-3 wind and smooth sea it was possible to sail two races. Everyone got afloat and one or two stayed out between the races. The morning race, for the Chairman's Cup, was again won by Kim Slater, with Mike Hattemore of Worthing second in a borrowed boat (C99 - Amanda), Morris Arthur third and Brian Blogg fourth.

In the afternoon race for the Herbert Trophy planing conditions were excellent and the leading boats had a very close battle. At one stage Brian Blogg looked a possible winner, but he failed to cover Kim Slater, who took the Trophy and with it the Championship title with minimum possible points - a very fine performance. Morris Arthur was second, Brian Blogg third and Britt Hand fourth.

For Friday's race for the City of Plymouth Cup a long legged Olympic course was set so as to extend the final race to as near to the 2½ hours' time limit as possible. The wind fell rather light and variable at the start and with a strong tide running those who beat out to sea found themselves at a considerable disadvantage and trailed round the windward mark in the rear of the fleet. The wind soon filled in and steadied, however, and on the second reach of the first lap every boat was flying a spinnaker - a magnificent sight indeed! The race eventually had to be shortened at the beginning of the final beat and the winner was Mike Hattemore after a hard fought battle with Kim Slater, who was second. Third was Harry Venables of Seasalter (C167 - Sandpiper), who had held that position ever since the end of the first beat. Fourth was Brian Blogg.

That the racing was so enjoyable was due in no small measure to the fine efforts of the race officer, Worthing's Vice Commodore Eddie Dunhill, who set Olympic courses every day and always achieved a true windward start. Thanks are also due former Seafly owner Jack Slocombe who very kindly - and courageously - loaned his Beluga dayboat "Siskin" for use as the committee boat, and also to all those members of Worthing Yacht Club who manned the safety boats, assisted as race officials, helped with beach parties and so on.

Social events included a reception by the Mayor and Mayoress which did a lot to set the stage for a very successful week. To round off the proceedings the prizes were presented at the prizegiving dance by Madge Colbourne, wife of Worthing's Commodore, himself a former Seafly member.

SEAFLY NATIONAL CHAMPIONSHIPS

6-11 AUGUST 1972

WORTHING YACHT CLUB

Boat No.	Helmsman	Club	Monday		Wednesday		Thursday AM		Thursday PM		Friday		Overall result	
			Sussex Salver		Lucas Cup		Chairman's Cup		Herbert Trophy		City of Plymouth Cup		PTS	HEAT
			PTS	POSN	PTS	POSN	PTS	POSN	PTS	POSN	PTS	POSN		
19	R Flower	TEBC	23	23	16	16	21	21	21	21	26	26	81	26
35	B Howe	SSC	14	14	99	9	17	17	12	12	6	6	141	12
58	J Cornforth	WYC	8	8	5	5	11	11	6	6	15	15	30	7
68	GK Summerfield	"	15	15	17	17	19	19	13	13	14	14	59	17
98	G Dextor	"	16	16	20	20	24	24	9	9	12	12	57	15
99	M Hattemore	"	27	DNS	25	DISQ	2	2	27	DNS	4	1	54	14
113	AG Yates	HSC	3	3	4	4	18	18	5	5	17	17	29	6
152	WJ Prescott	SSC	13	13	12	12	6	6	23	23	9	9	40	11
155	BHA Hand	HSC	4	4	6	6	9	9	4	4	8	8	22	5
159	WA Sheppard	WYC	9	9	27	DNS	14	14	18	18	25	25	66	20
167	H Venables	SSC	22	22	7	7	16	16	14	14	3	3	40	10
200	EA Ashfold	WYC	20	20	15	15	27	27	15	16	20	20	71	23
205	MC Arthur	BSC	26	DISQ	22	2	3	3	2	2	5	5	112	2
231	A Izzard	HSC	19	19	13	13	20	20	19	19	19	19	70	22
248	F Pettit	SSC	10	10	8	8	23	23	10	10	21	21	49	13
251	REA Jennings	"	27	DNS	27	DNS	25	25	25	25	27	27	104	27
289	H Leigh	WYC	27	DNS	21	21	15	15	26	RET	11	11	73	24
290	B Blogg	BSC	2	2	23	RET	4	4	3	3	4	4	13	3
376	ARJ Green	WYC	6	6	10	10	13	13	8	8	10	10	34	8
379	C Andrews	"	7	7	11	11	7	7	15	15	18	18	40	9
389	J Goodwin	"	18	18	14	14	26	26	20	20	22	22	74	25
392	PE Scovill	"	11	11	27	DNS	8	8	26	RET	24	24	69	21
398	D Hawes	HSC	12	12	15	19	22	22	11	11	23	23	64	19
402	SG Walton	SSC	17	17	18	18	12	12	17	17	13	13	59	16
409	PB Hirst	WYC	5	5	3	3	5	5	7	7	16	16	20	4
418	K Salter	HSC	4	1	4	1	4	1	4	1	2	2	3	1
423	PT Gray	"	21	21	27	DNS	10	10	22	22	7	7	60	18

TREASURER'S REPORT

It has been a bit disappointing to see that quite a few 1971 members did not join for 1972. The subscription for 1973 will have to go up to £1 full members and 50p associate, to make sure the Association can meet its commitments for 1973. I hoped all would stay members for this year but it was not to be.

We have an extra expense in funding the Handbook this year which Laurie Lanham has put a great deal of effort into producing, he says that this is now ready to go to the printers. Many thanks Laurie for all the work done on it.

A number of members have asked about the slow rate of increase in sail numbers and would the Class Association advertising in some limited form help to get the boat better known; to give some idea too of cost to this sort of suggestion, it would cost £30 for 12 x 1" block insertions of the type used by many classes, this is nearly half our income per year.

The promotion of the Seafly is always in the mind of the Committee and one of the best ways is plenty of boats out on the water at clubs where they are a fleet and at open meetings and championships.

H. Wenables

SEAFLY CLASS

DOLPHIN TROPHY

FINAL RESULTS - 1972

Points scoring system: - 1st Boat - Number of entrants +1
 2nd " " -1
 3rd " " -2
 etc.

Entrants who attend away meetings receive 2 bonus points.

Posn	Helmsman	Boat No	Club	SYC	SCSC	SSC	HSC	TBSC	Total
				Entries.17	18	16	11	17	
1.	J.Cornforth	58	WYC	11+2	-	17+2	8+2	18+2	62
2.	A.Green	376	"	"	-	14+2	6+2	16+2	42
3.	F.Williams	42	SSC	-	-	13	-	15+2	30
4=	P.Scovill	392	WYC	-	-	15+2	-	8+2	27
	H.Leigh	289	"	-	-	9+2	4+2	8+2	27
6.	B.Howe	35	SSC	-	-	11	-	13+2	26
7.	W.Prescott	152	"	-	10+2	7	-	4+2	25
8.	I.Hay	295	SCSC	-	19	-	-	-	19
9=	R.Flower	19	TBSC	-	-	5+2	-	11	18
	J.Bricknell	374	SYC	18	-	-	-	-	18
11=	R.Howard	284	TBSC	-	-	6+2	-	9	17
	J.Wren	363	SSC	-	-	3	-	12+2	17
	S.Walton	402	"	-	-	10	-	5+2	17
	A.Horne	111	SCSC	-	17	-	-	-	17
15=	F.Pettitt	248	SSC	-	6+2	8	-	-	16
	P.Hirst	409	WYC	-	-	-	-	14+2	16
	K.Brook	12	SSC	-	-	4	-	10+2	16
	J.Baker	223	SYC	16	-	-	-	-	16
	G.Wicks	40	SCSC	-	16	-	-	-	16
20=	P.Stunt	378	SYC	15	-	-	-	-	15
	D.Tarrant	339	SCSC	-	15	-	-	-	15
	J.Row	8	-	-	-	2+2	-	2+2	8
	G.Dexter	98	WYC	-	-	-	5+2	-	8
	G.Summerfield	68	"	-	-	-	4+2	-	6
	A.Izzard	231	FGSC	-	-	-	-	1+2	3

SYC Starcross Y.C.

HSC Highcliffe S.C.

SCSC

TBSC
FGSCS

South Cerney S.C.

Tankerton Bay S.C.

Fishers Green S.C.

SSC

WYC

Seasalter S.C.

Worthing Y.C.

THE DOLPHIN TROPHY -- 1972

This year this handsome trophy, awarded to the helmsman with the highest aggregate points from Open Meetings, has been convincingly won by John Cornforth of Worthing Y.C. who sails C58 'Borborigmy'. John attended all but one of the five meetings, two of which he won outright, and collected a total of 62 points, a long way ahead of the rest of the field.

There were 79 entries at the five opens this year, about the same average turnout as in 1971, but only 19 members travelled to away meetings, mainly from Worthing and Seasalter - where were the rest of you? To repeat what I said in the Summer Newsletter, most fleet members are within a three or four hour drive of at least one Seafly meeting besides their own, so why not make a resolution to get to an away open meeting next year. I can assure you you will enjoy the experience.

Alan Green

SAILING C167

Through some of the Winter months of 1971-72 we sailed at Bough Beech. This is an inland reservoir which does not have six foot waves throwing the boat around. It has a concrete slipway so that when you jump in you don't disappear in three feet of soft mud or sand. If you decide you don't want to get wet there is a jetty. Once mum was crewing and she decided to go into the jetty so as she wouldn't get wet and the jetty jumped up and took a bite out of the front of the boat. For the next month or so we sailed with a red tape patch on the boat until dad decided he would go mad and put the boat in dry dock in the garage and take the deck off. It took him three months to redeck the boat and when he got it finished we took it to Seasalter and entered the Fowley Island race. We had just got up to the Isle of Sheppey when we went about and capsized it. Going back to sailing the boat itself; there are so many things in the boat now that I reckon that if there is anything we have not got dad has been digging the garden again. When you have looked at C167 then go and look at any other boat they are all empty as far as I know. Here is our boat with all the fittings you can get and it goes no better than those without. That is why my dad reckons its the bloke that sits at the back of the boat with a rope in one hand and a stick of wood or metal in the other and gawks at everybody else belting past us that matters. The only time we get near the front is when everybody else gets lost in the sea mist at Seasalter.

Written by 'The Crew'
(Martin Venables)

WORTHINGTON BAY OPEN MEETING

9th-10th SEPTEMBER 1972

The last open meeting of the 1972 season attracted a very good entry of 17 boats, five of which made the journey from Worthing and six from nearby Seasalter. Weather conditions were a little unusual for that part of the world, with a moderate 4-5 breeze from the North East throughout the weekend, and the on-shore conditions gave the host club plenty of opportunity to try out their excellent new ramp (however did they manage without it!). The Olympic points scoring system was used.

Saturday's race attracted only ten starters in the somewhat damp conditions and with two retirements due to broken rudder gear only eight boats finished, two of which were subsequently disqualified following a protest over an incident on the start line. Winner was F. Williams (C42-Seasalter) from John Cornforth (C58-Worthing) and Brian Howe (C35-Seasalter).

On Sunday morning everyone got afloat thanks to the assistance of a launching party, and after a clean start the Worthing contingent soon began to open up a lead headed by Peter Hirst (C409) who looked a certain winner until jib gear failure put him temporarily out of running. This let through Alan Green (C376) who just managed to hold off a very strong challenge on the last leg from John Cornforth to win by half a boat's length. Peter Hirst recovered to third position and Peter Scovill (C392-Worthing) was fourth.

For the final there were 15 starters and again the Worthing boats soon established a lead. John Cornforth's ability to sail higher than his two rivals, Peter Hirst and Alan Green, enabled him to snatch a lead at the seaward mark on the last lap when they both had to tack, and he led them across the finish line in that order with F. Williams fourth.

Final overall positions (best two races) were:-

1. J. Cornforth C58 3 pts Worthing Y.C., 2. A. Green C376 5.7 pts
Worthing Y.C., 3. F. Williams C42 8 pts Seasalter S.C., 4. P. Hirst
C409 8.7 pts Worthing Y.C.

SEAFLYS IN AUSTRALIA

Daphne Fullagar, who sails Seafly 260 at Canberra, Australia, is in the United Kingdom visiting relatives and hopes to make contact with Seafly owners and Class Association while here.

A little enquiring brought her to Tankerton S.C. to see the Fleet Captain, Reg Howard, as first contact.

Reg brought Daphne into the picture where Seaflys are sailed and passed word along to Seasalter. After visiting Tankerton to see racing one weekend she did a similar visit to Seasalter the following week. As I always seem to land up being late for one reason or another, we did not meet until late on Saturday afternoon for a chat.

The Australia Seafly Association is made up of a National Association covering whole country and two State Associations.

1. New South Wales State Association has 35 boats at CANBERRA
2. Victoria " " " 20 " " MELBOURNE

The National Association has president and secretary. State Associations have president each and report to National Association.

The club at New South Wales sail on a large lake of seven to eight square miles and 'W' shaped. They have about 100 miles run to the coast if a taste of seasailing is needed.

Victoria sail on the sea at Melbourne.

National championships are held alternately at Melbourne and Canberra which are two day meetings and held about the end of January each year. Until the Seafly appeared sailing in the winter was unheard of, (June, July time). Winter sailing is now catching on in other classes.

Daphne was very interested in the cut down forward tanks and spinnaker chutes as they are still discussing this move. They have two boat builders. Boats seem to be all wood at present and glass fibre is under discussion. The sails have stretch luffs and cunningham holes and are the same plan as United Kingdom. Sail-making was restricted to one loft, but is now free to be made by any sail-maker. The spinnaker has same maximum area; smaller flat spinnakers of about 120 square feet are very common as wind strengths are either flat calm or force 5. Spinnakers must be carried all possible time.

She hopes that an exchange of newsletters will keep the class in touch with U.K. members. She also hopes to be able to call in at other Seafly centres in this country before returning to Australia, and will be taking back a Class Association tie - a present to commemorate her visit here.

Anyone likely to have a trip down under has an invitation to their clubs and championships if the time is right.

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... ten feet high, crests extremely close, about 35 feet apart - the committee boat was a shade under a wave length long. Wind against tide. Tide strength three to four knots, funnelled between end of pier and a sandbank.

Survival start, initially moving badly, fell off the first two waves and heard breaking noises from the bottom when hitting the troughs. Too much heel - put boat in flat attitude and immediately began to move well. Arrived at windward mark with this big boats in third place behind the 505 and 470.

Dead run felt safe, occasional nasty roll - catching 470 and 505. 505 raises spinnaker to stop her bow digging into the troughs - 470 and Seafly respond - 505 immediately stabilized - 470 unhappy, Seafly nervous, occasional collapses of sails as boat speed matches wind speed when surfing down waves, this is followed by canvas exploding into life when climbing a wave, rolling badly due to helmsman falling about. Remedy sit on transom, wedge tiller between knees and feet against side tanks, completely hoist the centreboard. Boat now slides about like oil on surface but **becomes very safe - pass 470. Holding 505 - passed by slipstream using her 22 feet to good advantage.**

On the reaches we discovered that Harry's spinnaker enabled us to keep our jib up. Our own very full spinnaker requires the jib to be lowered and will not reach well even then. Finished third before handicap was worked out, breathing down the neck of the 470 which had been sailed extremely well tactically, nothing else in sight. Clear first on handicap. Best race we've had.

After the race a passer by was heard to say, "I didn't realise the Seafly was a faster boat than the javelin" - Paul Wright visibly blanched.

The next day when Brian Cooper was examining the bottom of Mistrale he found that the outer veneer of the underside forward panel, starboard side was cracked, must have happened when we fell off those two first waves and it was this that we had heard. Certainly it was the impact of the water and not flotsam that had caused the damage. The weight of the boat and pile driver effect of the mast had been suddenly arrested by water meeting the underside. The panel had been forced up fore and aft of the forward bulkhead and had burst its outer veneer where it crossed the bulkhead. Sea voyagers beware, don't jump off 10 foot waves!! Brian has since made a beautifully neat repair job.

Spinnaker sheets stretched consuming power and occasionally spoiling sail trims. All sails borrowed. Mainsail from Sheringham Youth Club, jib and spinnaker from Harry Venables. Jib sheets Mirror 25858.

During the weekend Harry provided the kind of back up that would have done credit to the Kiel Olympic team. This included challenging the results of the Lowestoft Royal Norfolk and Suffolk handicapper - slide rule in hand.

Morris Arthur - Blakeney S.C.