

SEAFLY DINGHY CLASS ASSOCIATION.

SUMMER NEWS

SUMMER NEWSLETTER JUNE 1973.

Editor: Alan Green, 5, Cradock Place, Worthing, Sussex, BN13 2QA
(Tel: Worthing 63040)

EDITORIAL:

Having had my arm twisted, ever so gently, by Harry Venables who has given up so much of his valuable time to producing the Newsletter for the last two years, I have been persuaded to take over the job. Let me say at once that the reason why I have agreed to undertake this is because I am a dedicated Seafly owner who is concerned to see that the class is kept going and I am convinced that one way of achieving this is to keep the membership in touch regularly. I therefore propose to have four issues a year, at about three-monthly intervals but as I cannot possibly write all the copy myself (indeed it would not be right for me to do so) I must rely on members to provide me with news and items of interest.

I don't like having to say it, but I feel it must be said: the Class Association is going through rather a sticky patch at present. There seems to be a general apathy among the majority of members which is evidenced by poor attendances at last year's National Championships and at Open Meetings, and also by a falling off of paid up members. At last year's Nationals there was not a single entry from either Starcross or South Cerney, two of the largest fleets, and only 19 members took the trouble to attend other club's open meetings. This year we have lost South Cerney's meeting due to lack of support; was this perhaps because people didn't feel like travelling a long way for three races in one day, rather than the usual two day event? At the Starcross meeting last month not one single visitor turned up. Clubs go to a lot of trouble to organise these events and it is up to us, the members, to support them; otherwise the class will die. It is unfortunate that the established Seafly fleets are rather scattered, but even so the majority of members are within a few hour's drive at least one other club besides their own.

On the financial side membership is tending to drop. With current postage rates and the costs of such events as the CCPR Dinghy Exhibition at the Crystal Palace which does so much to promote the class, the expenses of the Annual General Meeting and the National Championships and so on, the Association simply will not be able to carry on without the necessary funds. To expand the class we need publicity which means following the example of many other class associations which regularly advertise in the yachting press. This is expensive and cannot be left entirely to South Devon Boatbuilders or the cost would inevitably have to be passed on to those whom we wish to attract into the class by buying new boats.

There is an answer to this lack of interest. Each fleet has its captain and he is the chap on the spot who is, or should be, in personal contact with most of the Seafly owners in his club. It does not take too much effort (I know from experience) to "chase up" your Seafly people, get them to join the Association and collect their subscriptions on behalf of the class treasurer. This shares the burden, gets the money in and saves a lot of correspondence. Most owners are delighted with their boat and with a little tactful persuasion will pay up readily rather

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than see the class go under for lack of funds. So may I ask all fleet captains to get cracking and collect a 1973 Subscription (One Pound) from all those who have not yet paid and send the money to the Treasurer - Harry Venables, Cedrus House, Dry Bank Road, Tonbridge, Kent. He can supply you with membership cards and receipt forms. If you are not in a fleet and have not yet sent in your subscription, please do so now.

Another way to encourage interest, and therefore growth, in the class is to attend open meetings and the Nationals. Here again if the fleet captain will set an example others will follow. Sailing around one's own patch of familiar water and beating the same people week after week is all very well, but not very ambitious. Sailing at other clubs is a great experience and improves one's own ability no end - and you meet a lot of friendly, like minded people who all think the Seafly second to none.

Finally to help keep the class going, as I have said above, we need a regular Newsletter to keep everyone in touch, To fill four issues a year I shall need contributions from anyone who has something to say about his club or his boat. As a regular feature I hope to be able to print news of what is happening in every fleet and here again fleet captains can assist with reports of open meetings and general information. Distribution of the Newsletter is heavy on postage and addressing of envelopes, and it would be of great assistance if someone in each fleet would undertake distribution to those members he sees regularly. Some fleet captains are doing this already. Would each fleet captain please let me have the name of a member who is prepared to do this and also the names of members to whom he will distribute the Newsletter; the others will receive theirs by post.

The next issue will be the Autumn one, hopefully in October. May I have all contributions by the end of September please?

Alan Green.

ASSOCIATION HANDBOOK.

This had now been produced and contains a wealth of useful information, including the association's constitution, hints on sailing and tuning, the class racing rules and so on. In short, all the vital information about the Seafly and the Class Association is now in one publication and we are greatly indebted to Laurie Lanham of Starcross Y.C. for all the considerable effort he put into producing the handbook.

A further booklet containing details of the officers and committee, past trophy winners and present members is also included and it is hoped to update this from time to time. Any member who can add to, or correct, the information therein is asked to notify the class secretary - Peter Scovell, 26, Chestnut Grove, South Croydon, Surrey. (There are unfortunately two printing errors on the cover. The 1972 National Championships were held at Worthing Y.C. and the winning boat was C.418. The 1970 winner of the Dolphin Trophy was C. Verrey.)

The Handbook and booklet are being distributed to all paid up members of the association; if you have not received your's yet please apply to your fleet captain or to Harry Venables (address above.)

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PUBLICITY.

As a result of a plea for help in the last Newsletter, Dick Flower of Tankerton Bay S.C. has kindly volunteered to see what he can do to publicise the Seafly Class. As a start he needs some good photographs, preferably of boats with fairly high sail numbers, so if anyone has a suitable photo, and is prepared to allow it to be published, would he please send it, or the negative, to Dick at 40, Middletune Avenue, Sittingbourne, Kent. Action photo's please.

SPINNAKER CHUTES.

A couple of winter's ago our Seafly enthusiast extraordinary, Harry Venables, produced a mould for making a spinnaker chute suitable for a Seafly. This mould has been loaned around the fleets and one or two copies have been made, with the result that a considerable number of boats now sport chutes which cost only a fraction of the proprietary ones. Apart from materials the only cost is a fee of One Pound payable to the association for the use of the mould. If anyone would like to borrow the mould it is still available; please contact either Harry or myself.

SEAFLY HANDICAP.

Those of you who have had the time and inclination to study the R.Y.A.'s publications will have noted that the Seafly has now been awarded a PRIMARY yardstick of 93. This is to my mind rather a doubtful honour since clubs are now no longer free to apply a different handicap if they so wish. Primary yardsticks are defined as "well attested" which is a little difficult to understand in our case since for the last few years several clubs with Seafly fleets have been recommending to the R.Y.A. a change to 94 or even higher. The yardstick is supposed to represent the average helmsman's ability and many of us feel that 94 would be more realistic, based on experience in sailing with such boats as the Scorpion.

The class Association cannot recommend a change of handicap to the R.Y.A., it has to come from club secretaries in their annual returns. Possibly the R.Y.A. does not realise that a recommendation from two or three clubs represents a considerable proportion of the Seafly class. I would be interested to hear from anyone who has views on what the correct handicap should be, bearing in mind that it should represent average ability, not the best.

NEWS FROM THE FLEETS.

KEYNES PARK S.C. - At the end of April two boats - C.390 helmed by Ken Cole and C.361 helmed by Keith Davies - attended an inter club triangular meeting at Frampton on Severn. The weather unfortunately was quite unsuitable for Seaflys; all three races were sailed in near flat calms and one boat even suffered the mortification of drifting backwards over the start line! In a very mixed fleet ranging from 505's and Fireballs to Mirror's and 11 Plus's the meeting was not surprisingly won by a British Moth. Full marks to the Keynes Park boys for attending.

Graham Uren has had the misfortune to have received severe damage to his new boat on his first day out, but hopes to be afloat again after major repairs. Class status has been achieved and there is obviously great enthusiasm in the club and it is hoped

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that at least two or three representatives will be at the Nationals.

Class Captain - Keith Davies.

WORTHING Y.C.

Present strength this year is nineteen boats with a further one being completed from a kit by David Trill, a newcomer from Multi-hulls. Last season was probably the most successful one ever; seven members travelled to away opens and Worthing helmsmen occupied four out of the first five places in the Dolphin Trophy series. We also had four boats in the first ten in the Nationals.

One of last season's most successful members, John Cornforth, has decided for a number of reasons to change to a single hander and now sports a new Laser. With a provisional handicap of 95 it will be interesting to compare his performance with a Seafly.

Two former (I nearly said 'old') Seafly owners, John Everett and Malcolm Thurgar, having sailed a varied assortment of boats for the last few seasons, have teamed up and bought back John's old boat C.119, Pink Ticket. Owing to Malc's untimely illness just before the start of the season they have not got going yet, but they will surely form a formidable combination.

Much of our racing at Worthing is on a handicap basis against a strong fleet of Scorpions, most of which, at a handicap of 94, can outsail most of the Seaflys. So we as a class look forward particularly to the ten or so races in our class points series and it is all the more regrettable when weather conditions cause any of these races to be cancelled, as happened to the first in the series both this year and last. So far we have managed to sail two races, both won by class secretary Peter Scovell in C.392. His winter sailing at Bough Beech was clearly well spent!

Worthing has adopted the 720° turn for infringements of a Rule of Part IV. of the I.Y.R.U. Yacht Racing Rules.

Class Captain - Alan Green.

AUSTRALIA.

News has been received that their Championships at Melbourne were won by Peter Fullagar with five firsts and a discard of a tenth. This year the event was a six day affair instead of a weekend as in previous years and attracted an entry of 40, repeat 40 boats! This is fantastic in view of the relatively small numbers in Australia and is I believe better than we have ever achieved here. There's enthusiasm for you. It is hoped to print a fuller report in the next issue.

DOLPHIN TROPHY.

This handsome trophy was donated by the class association some years ago and is awarded annually to the member who has put up the best performance at open meetings - apart from the Nationals. The idea is to encourage people to go to the opens; you don't necessarily have to be a top class helmsman to win it if you attend enough meetings.

The trophy is awarded on a points basis. The winner at a meeting receives as many points as there are entrants plus 1, the second receives the number of entrants minus 1, the third minus 2, and so on. Visitors from other clubs get two bonus points. Last year the trophy was won by John Cornforth (C.58) of Worthing Y.C. (formerly Seasalter S.C.) with 62 points from four out of a possible five meetings.

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OPEN MEETINGS.

STARCROSS Y.C. 19th/20th May: Fleet Captain Arthur Garry reports a disappointingly small turnout of nine boats without a single visitor. This was a great pity since racing was described as superb.

Placings were: 1: C.P.A. Stunt C.378 Starcross Y.C. 2½ pts.
2: A.C. Newland C.383 Starcross Y.C. 43/4 pts.
3: C. Tucker C.250 Starcross Y.C. 8 pts.

TANKERTON BAY S.C. 16th/17th June: This is an up and coming Seafly fleet which deserves all the support it can get. Excellent clubhouse, with recently extended bar, a new launching ramp and good sailing. Come along you cruising types and help to swell the bar profits (and see some good racing as well, of course). Plenty of accommodation in the area and in nearby Whitstable. Fleet Captain is:

Dick Flower, address above.

Applications for entry to:

Chris. Prowse, 61, Manor Road, Whitstable, Kent.

BLAKENEY S.C. 30th June/1st July: Although the Blakeney fleet is a small one they have done a tremendous amount to develop the potential of the Seafly and now have probably the highest all round standard. Their open is being run in conjunction with the Javelin class and it goes without saying that a good turnout of Seaflys would be appreciated as Blakeney have done well against these boats at handicap meetings. I hope that at least one representative from each club will make the effort to get there. The first race is on Saturday at 18.00 hrs. to give time to get there. Details from:

Brian Cooper, 54, Nelson Road, Sherringham, Norfolk.

SEASALTER S.C. 14th/15th July: This fleet is now well established and their open is becoming one of the most popular. Great hospitality, easy launching and good racing conditions. Plenty of accommodation in the area.

Class Captain is:

Brian Howe, Woodybanks, Giddyhorne Lane, Maidstone, Kent.

WORTHING Y.C.

Worthing has one of the largest Seafly fleets and its open is always well supported by nearby members, but we would welcome visitors from further afield. Launching ramp, beach parties provided when conditions dictate!, and exciting racing. Plenty of accommodation.

Class Captain is:

Alan Green, 5, Cradock Place, Worthing, BN13 2QA.

NATIONAL CHAMPIONSHIPS 1973: These are being held at Highcliffe, S.C. at Mundeford Quay, Christchurch, near Bournemouth, in the week of 29th July to 3rd August. There is one race each day, the first being a practice race, and results are calculated on the best four out of the five trophy races. Races will be at 11.00 or 12.00 hours which leaves the afternoon free to spend with the family, girl friend, or what you will. There will be a social event in the fine new clubhouse on most evenings culminating in a prizegiving and dance on the Friday.

Launching in Christchurch harbour is simplicity itself and "the run" out to sea is soon mastered. Races are held in Christchurch Bay, usually Olympic type courses, and a first class week's racing can be guaranteed. All details from the Fleet Captain:

Alan Yates, 21, Cooper Road, Ashurst, Southampton, SO4 2DB.

The A.G.M. of the Association will be held during the Championships. Please see the separate notice enclosed.

TAILPIECE - "THE THOUGHTS OF HARRY V....."

I thought I would write on going to meetings and what we like about this type of holiday. We shall look forward to going to Highcliffe, the thought is that there will be one day when there is little wind and a bright blue sky when crews will get sunburned red on everything the sun shines on - lie in the bottom of the boat for a sleep on each leg (reduce windage!).

Some days the wind will blow like hell, won't venture out, watch the others at it, get some fish and chips, have a sleep in the car, kids will play in the rain and enjoy it - never hear the kids squabbling in the rain and dull weather, only in hot weather. Go to Poole Park to see model railway and boats, walk around the quay and watch the ships unload, go to Rockley Sand to see what swimming pool is like - never seen it yet, hope it is free!

There's bound to be a day when great rolls of cloud funnel up over Hengistbury Head and wind comes in squalls. Probably sail that day, like large clouds and blue sky, hare out through the Run, get cussed by crew for going till we are out, sail up one leg, big black cloud, buckets of rain, boat sails steady in rain,; sun comes out again, a lull, up comes wind on next leg, didn't clear mark, hit it as usual, do two turns etc. and manage to miss it, black cloud coming, more rain, haring along half out of water, half in control, half broaching (can there be three halves?), hope I have learnt how to cope with this situation now, pity if I haven't now that its time to go round again. Don't fear going in so much now, always keep plate down a bit, something to get hold of; if I do go over, quick as poss grab the plate as it will stop the darned thing turning turtle while crew sorts self out, wish side decks would let water over and hull down so boat lays on side easily. Will start Harry's own Seafly section, rules to Harry's design to suit Harry, size to suit Harry, sails to suit Harry, price probably prohibitive, only Harry to vote and make rules - very exclusive section (IS this the ultimate in one design?).

All go back to camp site for a good feed, 2 tins steak, 2 tins spaghetti, 4 lbs. spuds, tin of carrots or peas - very likely forgotten the curry powder. Boiled apple and peaches and custard for afters. Lads would rather play football, cricket, badminton, climb trees. Have a sleep and a rest, ain't worth bothering as we are on holiday and sailing is only incidental, makes the number up if we go out occasionally when the conditions suit us. Might even win a cup one day, through luck!

Try the beer at the clubhouse this year, teas usually good, coffee very good, usually plenty of grub. See Auntie Flo who looked after the kids years ago, see lots of other faces I recognise but can't remember names, Benny will point out who most are - he remembers these things.

Wake up the whole camp site with my alarm clock at 06.30 for weather forecast - and so another day begins.....

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OTHER EVENTS: which you may wish to attend if you are on holiday:-

Bexhill Sea Week	13th - 17th August.
Worthing Sailing Week	13th - 17th August.
Worthing Regatta	18th August.
Medway Y.C. Open Meeting	25th - 28th July.
Whitstable Y.C. Open Meeting	25th - 27th August.

P.S. Don't forget - contributions for next Newsletter by 30th September please.

Editor - Alan Green.

Typists - Pam Wren and Anne Venables.

RESOLUTIONS FOR A.G.M.

The A.G.M. is the time and place to discuss any changes to Rules that Members have in mind - items that have been talked about during the year and mean an advancement or up-dating of the Class.

To remind you, items mentioned in newsletters are:- smaller spinnaker, cunningham hole, length and type of tiller extensions, genoa.

Please send resolutions to Peter Scovell, Class Secretary, to allow them to be put on the agenda. Nominations and resolutions must reach the Secretary not later than 4th July 1973.

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SEAFLY DINGHY CLASS ASSOCIATION 1973 A.G.M.

ANNUAL GENERAL MEETING

The Annual General Meeting of the Seafly Dinghy Class Association will be held this year during the National Championships on

Thursday, 2nd August 1973, at 19.00 hours

at Highcliffe Sailing Club
Mundeford Quay
Christchurch Hants

Nominations for Committee Members and Resolutions for consideration at the A.G.M. must be received by the Secretary at least 28 days before the date of the A.G.M. They must therefore reach Peter Scovell, 26 Chestnut Grove, South Croydon, Surrey, not later than Wednesday, 4th July 1973, otherwise they cannot be considered.

Representation on the Committee is, apart from Geoff Palmer representing South Devon Boatbuilders, entirely confined to members from around London. The Committee ought to be more more broadly based; meetings are held only two or three times a year, some of these are at open meetings, and we would very much like to receive nominations from some of the other fleets.

SEAFLY DINGHY CLASS ASSOCIATION

Secretary: P.E. Scovell
26 Chestnut Grove
South Croydon
Surrey

I nominate for election to the
Committee at the Annual General Meeting to be held at Highcliffe
Sailing Club on 2nd August 1973.

Signed Boat No

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SEAFLY DINGHY CLASS ASSOCIATION.

MORE NEWSLETTER.

26TH JULY TO 3RD AUGUST, 1973. IS SEAFLY WEEK.

It is now getting near to the Championships, which if you remember from the last Newsletter is at Highcliffe Sailing Club, Mundeford, Near Christchurch, Hants.

Over fifty people filled in the enquiry slips for details, these details have been sent out and if you have not received your copies please drop a line to us quickly.

Alan Yates would like members to send in their entry fee and forms as soon as possible. There is a lot of planning still to be done by the club on items such as, how much food to order, how much beer and drink, what size of rescue facilities, extra boat parking space and extra helpers etc. etc. Their best guide is your entry money and slip.

HELP IS NEEDED TO MAN THE RESCUE BOATS so those members that are coming along just to watch, talk and drink the beer, a line to Alan Yates would help, just, I am going to be there, name, number in family, boat number. All are very welcome, anyone who will do a turn on the rescue boat please contact Brit. Hand, there will be some very interesting racing to watch.

There is a strong group of new G.R.P. boats ranged against some equally strong conventional wood boats.

I think the ability to sail well will be the deciding factor at the end of the week.

The well known helms will be there, the Bloggs, Arthurs, Slaters, Thomas, Laurie Lanham's old boat will be there for him to envy, as will Harry's tub full of ropes, fittings, and any other daft ideas thought of to add to the muddle. Remember Friday is the day Harry is allowed five minutes start so he can get round at least one mark first during the week and watch his namesake Harry Leigh, Friday is his day as well.

Alan Yates is holding a bottle and plate party at his home (21, Cooper Road, Ashurst.) on Tuesday evening, get your directions page at the clubhouse when you arrive. You go to his house to drink his wine and eat his cheese and stuff, bring a bottle of wine as well. Alan is a home made wine addict - have we any others?

You will find the A.G.M. agenda & resolutions for 1973 tucked in somewhere, have a good read and make your decision on how you want to vote on the resolutions.

A short report on Opens that have been sailed:-

TANKERTON. Twelve boats came to enjoy the best sailing weather we have had so far this year. Glorious sunshine, wind 2 - 4, calm seas, blue even. Dick Flower is I hope doing a full report so just the results:

167			First
H. Leigh.	C 289	-	Second
Bill Prescott.	C 152	-	Third
Martin Poole	C 161		
Reg Howard	C 284		
D.Hockley	C 42		
F.Pettit	C 248		
D.Flower	C 434		
G.Summerfield	C 68		
J.Gough	C 332		

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BLAKENEY: This was a benefit race again just to keep Brian and Morris in practice:-

Morris	-	First
Brian Blogg	-	Second
167	-	Third - just about,

lets one of the 'gvisitors do something. Jim Peppit made the trip from Highcliffe, goes damn fast as well. Bill Prescott, Dick Flower and myself also made the trip, to enjoy the peace and calmness of the area.

Found a good camping site at Stiffkey Marshes, gentle sloping ground protected by trees and hedges all around and just enough gaps to see the sea and bird sanctuary on the marshes. Apparently and old Services site of huts now sold off to someone, and part used as stores. Anyone any ideas what it was. Blakeney did not even know it was there.

Nice village Stiffkey, got a shop and a stream and narrow roads, Lads watched the aeroplanes that go out from the R.A.F. dromes round about, Victors, Lightning, Canberra, Hercules, and Fokker F.27, were some seen. Also saw a lot of birds not seen about round Tonbridge (feathered of course). Always leads to a debate what they are. Blackhead Tatter Warpits, or just plain sparrows, saw goldfinch, greenfinch, larks by the hundred, hedge sparrows, bullfinch, and dolly birds on Blakeney Quay.

LETS HAVE 50 MORE OF YOU AT HIGHCLIFFE 29TH JULY - 3RD AUGUST

GET YOUR ENTRY FOR THE NATIONALS OFF TO:-

A. Yates,
21, Cooper Road,
Ashurst,
Hants. SO4 2DS.

Blakeney Results continued:-

4th	T.Blogg	C 288	Blakeney S.C.
5th	J.Peppitt	C 206	Highcliffe S.C.
6th	M.Hambling	C 171	Blakeney S.C.
7th	W.Dunnett	C 291	"
8th	Bill Prescott	C 152	Seasalter S.C.
9th	Dick Flower	C 434	Tankerton Bay S.C.
10th	V.Graver	C 279	Blakeney S.C.
11th	D.Bacon	C 437	"

SEASALTER OPEN - 14th/15th July. 18 Entries

1st	P.Scovell	C 392	Worthing Y.C.
2nd	J.Wren	C 363	Seasalter S.C.
3rd	A.Green	C 376	Worthing Y.C.
4th	R.Howard	C 284	Tankerton Bay S.C.
5th	B.Howe	C 35	Seasalter S.C.
6th	G.Summerfield	C 68	Worthing Y.C.
7th	F.Pettitt	C 248	Seasalter S.C.
8th	H.Venables	C 167	"
9th	H.Leigh	C 289	Worthing Y.C.
10th	W.Prescott	C 152	Seasalter S.C.
11th	J.Cornforth	C 58	Worthing Y.C.
12th	D.Stembridge	C 181	Seasalter S.C.

DON'T FORGET WORTHING Y.C.OPEN MEETING 15/16th SEPTEMBER.

Entry forms from Alan Green, 5 Cradock Place, Worthing BN13 2QA.

THE END - no room for any more!