

SEAFLY NEWS

APRIL 1975

Crystal Palace Show has come and gone again, this time it was a pleasant task as we had the new GRP Seafly to show.

Zygal Boats made a supreme effort to get this boat ready in time and just managed to finish it by the Friday afternoon before the show.

I took a trailer and collected the boat at 4 p.m. and drove straight to Crystal Palace and set it up in the Seafly allocated area, some 30 other boats were already there so any hopes of being in first were foiled.

THE BOAT

It has a tangerine hull and off-white pinkish decks, I.Y.E mast and boom, I.Y.E. rudder, stock tiller and extension. Sails made by "Progress" Bristol were fitted. Zygal will supply their own brand of sails made for them by Atlanta in Ireland on the standard deal production boats.

DESIGN

The hull now consists of four mouldings:-

1. Hull - made from the same mould as S.D.B. used.
2. Blister tank - from S.D.B. mould.
3. Deck and side tanks - brand new design, and mould. Engineered by Zygal to suit their method of manufacture. The side tanks now have a floor moulded to them, this continued over the centreboard box making both floor and centre box double construction and up to the top of transome at stern. At the front it joins deck to floor.
4. Seat or Thwart moulding.

General construction - the blister tank is fixed into the hull mould and the hull then bonded to the deck mould, making the centre box and floor double construction and the transome a plywood sandwich between outer and inner moulds. Two large apertures are cut out at front by mast step, allowing stowage on top of blister tank or fitting a spinnake chute.

Our impressions were that it is a very fine hull and a great improvement on the old G.R.P. design. The centre box, floor and front sections of the hull are very stiff and should meet all the criticisms levelled at older designs.

FOR DETAILS WRITE TO: ZYGAL BOATS, WHITSTABLE, KENT.

SUBSCRIPTIONS, MEMBERSHIP CARDS, etc.

As the Postage is very high now I shall hold back membership cards till next newsletter if it is likely to go out within four weeks or so - on those sent direct.

Fleet captains have a supply of cards to issue on collecting subs.

IT WILL COST £8-00 in postage) 60p for stencils £3-00 in paper
65p for envelopes to get this news letter to you, all the time has been
been given free for the printing, typing sticking stamps etc
GET ALL THE SEAFLY PEOPLE TO BE MEMBERS OF THE ASSOCIATION this will
keep the cost of subscriptions lower

We shall have a Zygal G.R.P. Cruising version of Seafly on the Stand. A volunteer to bring a wood boat for use on stand will be appreciated.

The Stand Number is L3 anyone with a week's holiday? The site has direct access to Poole harbour.

OPEN MEETINGS

The first open is nearly here this is at SOUTH CERNEY. South Cerney is near Cirencester, Gloucestershire, or better still Cerney Wick on the map.

It is one of a complex of Gravel Pits that have or are being made into a water sport area. Separate Pits are taken up with different aspects of water sport. Water Skiing, outboard racing, canoeing and Marina Centre are a few I know of, others may have been taken up by now.

Sailing at South Cerney is a one day event, first race is usually about 11 a.m. and last about 3 p.m.

The club lays on refreshments in Clubhouse, last time there was lunch and tea. Have not heard the arrangements this time.

STARCROSS is the next meeting. Does this coincide with your holidays 31 May/1 June, it is the other end of bank holiday week and.

Whitstable Yacht Club will be having their Spring bank holiday event, if anyone wants a sail for the holiday period.

VAT AND THE DINGHY SAILOR

It appears that the 25% rate will apply to Dinghies, covers, sails and fittings, but rope, wire, cloth, canvas etc. not made up will be still at 8%.

So it works like this, you buy 20ft of wire for a shroud that will have 8% added if you ask for a splice to be put on it then the total cost will now have 8% pushed up to 25% on total cost of wire and splice because it is now a fitting.

It seems that you buy wire at one shop at 8% go to another and have a splice done at least only that bit will have 25% on it.

Anyone who is dithering about buying a boat or sails or fittings should get their order placed before 1 May to take advantage of 8% after that date it will all cost 25% VAT.

THINGS FOR SALE

George Kennet has a Seafly main and jib for sale at about £25 for mains and £10 for jib, he will put on numbers to suit buyer.

Try No. 107 in your handbook. Geoff Palmer has a new wood Seafly hull for sale. Ring him at Dawlish 3593 for details.

ROCKALL SAILS

I enquired about Rockalls sail prices after a number of queries on their Spinnaker price. Prices as follows:-

Reaching Spinnaker	£27.75 + VAT
Main	£46.00 + VAT
Jib	£18.50 + VAT

A number of points on modifications seen on boats have to be cleared up before the Championships. I will try to list these and perhaps we can have your opinions by South Cerney Open.

1. The thickness of centreboard to be allowed to increase to 1" max. a dispensation has been given to Zygal to fit 1" thick GRP centreboards as their manufacturing technique for the board will not produce a safe item below this size.

A considerable number of members spoken too are keen to fit a board of this thickness to their boats particularly those that have suffered broken ones.

2. Cut down Transomes. Now that central main sheeting is popular a lot of boats are about with the transome cut in a curve from side to side at transome.

3. Waveboards - The modern cut of jib seems to need the jib fairlead either on top of or in front of the waveboard. Some owners have either cut down or taken off waveboards altogether. I did not put them back on when I redecked No. 167 to see if there was any effect, but have not noticed any extra water come aboard.

4. Jim Furlong having sailed 167 for a while to see how he got on with a Seaflly early last year built his boat without a waveboard from the outset and decided to blend the mast step into the deck edge, this has produced quite a distinctive look in this area. The deck beam being laminated from bent plywood. A temporary certificate has been given on this boat up to this year's A.G.M. allowing him to race.

5. A number of jib sails have cunningham holes fitted to luff. I have just tried this out but it does not seem to make any difference. Allows you to tie the flow in the place best suited to your sails.

6. Cannot think of more mods except 167 has a bit of flat floor now made by nailing a piece of ply over hag and to where it meets hull bottom. Betty says it is just right to standon.

Perhaps one point that some have not realised is the blade of centreboard and rudder are maximum shapes on drawings and those with parallel rudders are within rules so long as blade does not exceed this outline on drawings. You can have holes on transome. The maximum total area is 54" square inches including floor bailers.

POOLE BOAT SHOW MAY 13 - 18

The Seaflly Class will have a stand at Poole Boat Show. Harry hopes to be there all week and will welcome all helpers to give him some relief from manning duties.

Ian Mansfield, Fleet Captain at Highcliffe, is coordinating the effort from the fleet there.

We shall heed people to demonstrate the boat on the water as this is one of the attractions of the Poole show so bring your boat for a day and help out.

Anyone who has a week's holiday and can give the time on the stand contact Harry and see what offers can be made to help you with digs?!!

ISLAND CRUISING IN THE SUN - GREEK STYLE

How did it all start? Where else but at the Boat Show. Followed by a further view of the yacht in the most unexpected place - on the concourse at Victoria Station - during a "Work to Rule" when our train was cancelled!

The next hurdle was to convince the family that a plush hotel, somewhere in the sun, with waiter, good food and every whim satisfied was not always the ideal way to spend a holiday. This achieved, the next obstacle was to prove that the wind never blew in excess of force 4 in the Aegean Sea, but how wrong that turned out to be.

Eventually all bookings were made and we took off for Athens from London Airport, after scares of war between Greece and Turkey over Cyprus, collapse of Court Line, etc., and our holiday with Yacht Cruising Associates had begun.

The itinerary was to charter a Snopdragon 747, length overall 25 feet, beam 8 feet, weight 5-6 tons, based on Aegina and to cruise for 14 days among the Greek Islands. The Y.C.A. providing a flotilla of 12 yachts including a flotilla leader. The only qualification required was that at least one member of the crew was an experienced helmsman. When on passage we sailed as a group, spread over several square miles of sea, but on the remaining days everyone "did their own thing".

The yachts were moored stern first alongside the quay at Aegina when we arrived by ferry from Port of Piroeus and we chose one named "Kestrel" for no better reason than we liked the colour of the paint. Having checked the inventory down to the last tea spoon and shackle we set sail next morning for Epidavros, with the Worthing Yacht Club cruising burgees aloft!

A pleasant sail under main and red genou saw us at the entrance to Epidavros harbour in mid-afternoon with the temperature in the low eighties. Mooring stern first against the quay proved easier than expected, but this is the normal Greek method and when in Greece you do as the Greeks do! We adjourned to a nearby bay for a swim and then to a local Taverna to quench our thirst. We later tasted our first Greek meal in one of the local restaurants. The village only supported two such establishments so the choice was limited, but as we were to find out both the quantity and quality was good and in true Greek style we chose our meal by first inspecting the food in the kitchen. Seeing before eating has a lot to recommend it. This was repeated wherever we went on the various islands.

The next day was our first in which we could "do our own thing", so we set sail up the coast to find an isolated cave to swim and sun bathe. The wind was light and variable but we found such a spot and enjoyed ourselves, returning in the early evening. Due to the quay being full we swung at anchor all night in the harbour, rowing ashore for an evening meal.

Our daily routine was soon established, all hands helped clean the boat before breakfast. Each person took it in turn to prepare this meal. Lunch was served wherever and when ever we felt like it and each evening we dined ashore. The helming was undertaken on a one hour on, and two off basis, by three members of the crew, the fourth member being aboard just for the ride. All sail changes were made by all hands except the helmsman. Water bottles opposing crews, when becalmed, was not on the skippers list of duties!

The next part of call was the island of Poros, and the sail was of just over six hours duration. An exhilarating beat up the channel to the quay at Poros was a fitting finale to the days passage. The usual swim followed by a meal ended the day.

This pattern continued as we progressed to Hydra, a beautiful volcanic island, and on to Spetsai, where we had three clear days. We cruised round Spetsai, spent one night at Portoheli and sailed to Spetsaibula island on yet another day. Up to now we had met with no winds above force 4, but things were about to change.

On leaving Spetsai for Hydra on the first leg of our return we first changed the genoa for the working jib and later took in a reel or two on the mainsail and finished up at Hydra on a reefed mainsail only.

Our schedule provided for a one night stop at Hydra as we could not replenish our water supply as all water has to be imported. It hadn't rained there since April, and it was not the first week in September! On rousing from our berths next morning and hearing the wind in the rigging and viewing the seas breaking against the harbour wall certain members of the crew threatened mutiny if we sailed. A skippers meeting was held with the flotilla leader and it was agreed to remain in harbour and cut our visit to Poros by one day to keep to schedule. The wind blew all day between force 6 and 8 but the forecast was that it would drop overnight. A 5.00 a.m. departure was arranged as it was expected that the wind would increase as the day progressed. The passage should take about five hours and we hoped to miss the worst.

We left harbour with all navigation lights showing at 5.30 a.m. under reefed main and working jib. The wind was blowing a steady force 5-6. Once clear of the island, and daylight broke the wind increased to force 7-8 and as we were beating into the wind we started the engine to enable us to make headway in the direction we wished to travel. When passing between two small islands we certainly got thrown around a bit, and as the channel was fairly narrow, and one of the inter-island ferries decided to arrive at this time, tacking was out of the question. We eventually arrived at Poros, covered with salt and a little tired at mid-day.

The weather repeated itself next day between Poros and Aegina, except that it did not exceed force 7, not so enjoyable for the non-sailing types but really exhilarating for the dinghy members.

Our holiday ended on tying up stem first at Aegina and we look back on the memories of pleasant cruising, warm water, sun bathing, idyllic islands, unusual food, friendly people and hot sunshine. The last two days of heavy seas and high winds out of fourteen days afloat, are almost forgotten, although enjoyed in a different sort of way by some if not all. It was a holiday I, at least, hope to enjoy again at some future date.

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SEAFLY DINGHY CLASS ASSOCIATION

MEMBERSHIP FORM

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

Return to Treasurer
H.Venables
Cedrus House
Dry Bank Road
Tonbridge TN10 3BS, Kent.

I enclose my subscription for 1975

Full Membership £2.00

Associate Membership £1.00

NAME.....BOAT NO.....

ADDRESS.....BOAT NAME.....

.....CLUB

Cheques or Postal Orders to "Seafly Dinghy Class Association"

****SEAFLY CLASS MANAGEMENT COMMITTEE****

This year will see a big change in the make up of your management committee. The Chairman, Secretary, and Editor will not be available for nomination this year. There is always plenty of excuses for not doing anything on the committee one good reason for being involved is that you are looking after your investment in a SEAFLY right at the source.

At your next class meeting the need to have representative from club at the coal face putting the view of your club forward. Could the class meetings be held on a Sat or Sunday so that you could get to them by day return on British Rail?

Often they coincide with open meetings, this makes life a bit easier and gives an excuse to go out for the week end.

SEAFLY TEE SHIRTS & CAR STICKERS

Malcolm Thurgur has arranged for a supply of White Tee Shirts. A red patch with the class insignia in white and the word SEAFLY is printed on the front.

Price £1.25 p

A sticker at price 10p with "SAIL A SEAFLY" is also available from Malcolm at 36 Nitley Drive Goring Sussex.

I have just pinched the crust of the new loaf before the lads get chance to DO DO YOU READ DINGH SAILING? OUR OPEN MEETINGS ARE IN

A supply of ties is awaited, these will be a single motif type and should cost about £1-50p each.

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CHAMPIONSHIPS PLYMOUTH 1975

AUGUST 25th to 30

Entry forms are available now from
SAILING SECRETARY
ROYAL WESTERN YACHT CLUB
PLYMOUTH, DEVON

Get your entries in early please

11*****11

ZYGAL BOATS now have in stock Six Seafly Hulls these come ready to have the fittings put straight on and already have the slot rubber and keel bands in place.

COLOURS red/white, yellow/white, blue/white, light blue/white

DECK/HULL Combinations

FOR YOUR SEAFLY SAILS in VECTIS AND BOAT COVER in 150Z DUCK

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