

SEAFLY DINGHY CLASS ASSOCIATION
MID-SUMMER NEWSLETTER - JULY 1975

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EDITORIAL

The 1975 sailing season is now in full swing; indeed, for those afloat at Easter or thereabouts, it is already half over. Although until recently temperatures have been low, winds, at least along the South Coast, have generally been good and we have not so far experienced very much of the heavy weather which characterised 1974.

The Open Meeting circuit got off to a great start with a record entry at the one-day meeting at South Cerney early in May. This event lapsed for several years due to lack of support, but the South Cerney fleet persuaded their Sailing Committee to try once again, and their optimism was amply rewarded with no less than twelve visitors. Such was the reception and hospitality laid on by the club members that I am sure all who were present will want to go again next year. A report of the meeting will be found elsewhere in this letter.

Enclosed with this Newsletter is the formal announcement of the Association's Annual General Meeting to be held, as usual, during the National Championships at the Royal Western Yacht Club, Plymouth, on Wednesday, 27th August. Among topics to be discussed will be the one-design feature of the Seafly.

Mr. Healey's Budget has hit the sailing fraternity very hard where it hurts. To single out our sport, along with one or two others such as flying and caravanning, for a 25% rate of VAT, is quite illogical and unjustified. If boats and their equipment are deemed to be non-essential (which I suppose they are if you want to deny people having a spotting hobby) then why not include the many other sporting activities which the average Britisher likes to enjoy, such as football, cricket, tennis, golf, horseriding, etc.? Just because a few well known names own expensive yachts it doesn't mean that we are all well off; indeed most dingy sailors live on very modest incomes - if they could afford to spend more on their leisure activities they would buy a bigger boat. One or two M.P.s who have boatbuilders in their constituencies are doing their best to get the Finance Bill Amended in this respect, but it seems doubtful if they will be successful in the absence of any organised campaign by a national body such as the R.Y.A.

The next Newsletter will be in the Autumn - contributions by the end of September please.

Alan Green

P.S. Entry forms for the National Championships must be in by the 24th July - please see later article.

SEAFLY ASSOCIATION COMMITTEE

One of the duties of the AGM is to vote in a committee for the coming year. For some years the same people have gallantly agreed to stand for re-election and the same faces sit round the committee table. Although we are not a bad looking bunch, I suppose, it would be nice to see some fresh faces with fresh ideas, which would allow some of those who have served you, the membership, faithfully over the years to stand down and take a well earned rest. Not that attending committee meetings is all that time consuming - it is usually necessary to meet only a few times a year and some of the meetings are held during open weekends.

If the Class Association is to continue, it must have a committee to arrange the National Championships and Open Meetings which bring the membership together and there are various questions that crop up from time to time which have to be dealt with, I could ask everyone who reads this to ask himself if there is any good reason why he should not do something to help run the class - and then get another member to nominate him for election at the AGM.

SEAFLY ONE-DESIGN

To quote from the Rules of Measurement and Construction: (they) "are intended to preserve the 'one design' character of the Class so that hull, sails and spars are as alike as possible whilst preserving scope for minor variations in fittings. The Measurement Form is initially the verification of certain dimensions..... In addition to the particular dimensions, it is also acceptance that the boat conforms to the drawings and rules of Measurement and Construction."

Over the years, various modifications were made by the then builders, South Devon Boatbuilders, to improve the appearance and efficiency of the boat. I refer to such changes as the abolition of the after-deck and side seats, reduction of the size of the front buoyancy tank, re-positioning of waveboards, and so on. Additionally, the Class Association has approved changes at the AGM to keep abreast of modern technology: metal spars, rudder stock and tiller, centre mainsheet, spinnaker chute, transom flaps, etc., and also took the considerable step, a few years ago, of permitting any sailmaker.

Currently, there are several other minor modifications on some boats which conform neither to a strict interpretation of the drawings, nor to the wishes of the Association as expressed in rule changes approved at an AGM. Two of these modifications are, cut-down transoms and removal of waveboards. Neither is a major alteration: the former greatly improves the appearance of the boat and increases safety by making re-entry easier after a capsize when the transom track is removed, and the latter gives the same facility as on the GRP boat by enabling the jib fairleads to be repositioned on the foredeck in accordance with modern sail technology. Since a fairly large number of boats have been modified in either or both respects, it is obvious that there is a considerable body of opinion which considers them to be a good idea. It is therefore likely that resolutions will be proposed by the committee at this year's AGM. to legalise these two changes. Resolutions will also be proposed to accept the new Zygal GRP boat. The cockpit construction has been modified to facilitate production and improve appearance. A one-inch maximum thickness for the centre board is also required so that cost savings can be made by adopting GRP construction.

The committee is extremely concerned that the above variations, some of which have been permitted in National Championships over the past two or three years, should not be used as a precedent for more radical changes. With the demise of South Devon Boatbuilders, the only way to obtain a new wooden boat is to build it yourself, after payment of a royalty to the owner of the copyright, Mr. S. Herbert. One such boat has been produced which is said to depart in several respects from the current

standard design as defined in the drawings. It is understood, for example, that the side buoyancy tanks are narrower, the centre-board casing is made of thinner wood and the shape of the forward end of the cockpit has been considerably altered so that the boat does not look like a typical Seafly. The boat in question conforms to the measurements required on the measurement form, but since it has been modified in ways which do not conform to the drawings, the committee has had to consider whether a measurement certificate can be issued, and has decided to issue a provisional one only at this stage. Because of the disquiet felt among members of the Association, the Secretary has asked the chairman of the R.Y.A. Measurement Committee to inspect the boat and to decide whether it can be deemed to conform to the drawings. The Association Committee is prepared to abide by his decision and has also asked for general advice from the R.Y.A. on our rules.

Many people feel strongly that there should be no drastic departure from the drawings without the approval of the owner of the copyright and the Class Association, and that the 'one design' feature should be maintained at all costs. Arthur Edmonds of Zygol Boats, who is now producing the GRP Seafly, is very emphatic that the 'one design' must be preserved or he will be unable to continue production. One can understand his view because GRP construction can only be competitive in price if every boat is built from the same mould and it is not worthwhile for the builder to make many changes to the standard fittings supplied. If the customer wants to add extras he can easily do so himself after delivery. Thus there is a real risk that if the Class does not stick to the 'one design' feature it could find itself without a builder again. This important issue will no doubt come up for discussion at the AGM and the Class must make up its mind which way it wants to go.

If the 'one design' is to be preserved, it seems that there will have to be a tightening up of the Rules of Measurement and Construction. A metricated measurement form for sails has already been introduced and a revised form with metric dimensions will shortly be issued for hull and spars. These new forms will go some way to removing anomalies but further changes may be needed over the coming months after the RYA's advice has been received.

The committee is quite determined that the Seafly shall not drift by default into a 'restricted' (i.e. development) class, which can be very costly if one wants to keep up with the latest design.

ZYGAL BOATS.

The first production all-GRP Seafly from the new boatbuilder was on show at the CCPR Dinghy Exhibition at the Crystal Palace, and attracted a good deal of attention, although unfortunately none of the photographs taken were published in the yachting press. It was obvious that Zygol had gone to a lot of trouble to produce a Seafly worthy of the Class.

Since then the boat has been sailed at South Cerney's Open Meeting by Colin May, the current Seafly Champion. Unfortunately, he had no opportunity to tune it, so that it could not really show its paces. The boat then went to the Poole Boat Show, where it was presented by Harry Venables and Ted May. Again, it attracted attention, but not as much as one would have wished, perhaps because Poole is not really aimed at the dinghy sailor.

Then at the Open at Tankerton Bay in June, Arthur Edmonds of Zygol Boats sailed C475, the latest off the line, which has an attractive red hull and light grey deck. In the one race he could spare time for he demonstrated that the boat would have great potential once it was properly tuned.

To meet the imposition of the 25% rate of VAT, Zygol have reduced their prices by £100 so that the new price, plus 25% VAT, comes to only a little more than the original price plus 8% VAT. A bare hull is now

offered at £300 plus VAT. A standard boat, with nonslip decks, IYE gold anodised spars, stainless steel rigging, Barton blocks and fittings, IYE aluminium rudder stock and tiller, after mainsheet, Zygal sails and battens, is priced at £550 plus VAT. The racing version, which has, additionally, a tapered mast, spinnaker chute, spinnaker and equipment, transom flaps, centre mainsheet and centreboard uphaul and downhaul, costs another £100, at £650 plus VAT. These prices are very competitive when one looks around at current quotations for other classes of boat. Zygal also offer a road trailer at £85 and a launching trolley at £22. Boats are at present available from stock and enquiries should be addressed to Zygal Boats, St. Peters Road, Whitstable, Kent. Tel: Whitstable 2531.

SEND YOUR ENTRY TODAY

SEAFLY NATIONAL CHAMPIONSHIPS, PLYMOUTH 1975

Arrangements are now complete for Seafly Week, 1975, beginning with the Practice Race on Sunday, 24th August, followed by the five qualifying races, one on each afternoon from Monday to Friday. There is a full programme of evening events including the Seafly Dinghy Class Association AGM on Wednesday, 27th August, and a buffet supper and prizegiving on the Friday.

The host club is the Royal Western Yacht Club of England, at 9 Grand Parade, Plymouth, PL1 3DG, from whom entry forms should be obtained. The entry fee is £7 for the week, if received by 24th July; late entries can be accepted up to 1st August at an extra fee of £1. Full sailing instructions etc. will be sent on receipt of entry forms. Competitors and their supporters will be made honorary members of R.W.Y.C. for the week. The dinghy park will be at the Elphinstone Hard, adjacent to the Mayflower S.C. This is near the Barbican at the opposite end of the road which runs at the foot of the Hoe from the R.W.Y.C. It is expected that there will be no charge for either boat or car parking.

The Association must be very grateful to Laurie Lanham of Starcross Y.C. for all his considerable effort in arranging these championships with the Plymouth authorities. The entry fee has been kept at the same rate as last year despite inflation and to cover expenses, mainly the cost of prizes down to eight overall and the hire of safety boats, an entry of at least 35 is required. Last year we had 34 at Seasalter and the year before 42 at Highcliffe - let's make it 50 this year!

Plymouth provides first class sailing as well as all the usual holiday attractions plus a few unique ones, such as a boat trip round Devonport Dockyard. If you haven't yet reserved accommodation you are advised to do so at once; details are obtainable from the Publicity and Entertainments Manager, Derrys Cross, Plymouth.

As the Nationals start at Bank Holiday weekend, the roads will be very busy and there will no doubt be the usual traffic jam on the Exeter by-pass. If approaching from the South Coast along the A35, branch off left onto the Holiday Route (HR) on an unclassified road just past the A3070 turning, which is two or three miles beyond the turning to Lyme Regis. (Don't go through Lyme Regis towing a boat - its asking for trouble!) The Holiday Route leads onto the A3052 and eventually to Topsham on the River Exe from where you can join the Exeter by-pass at Countess Wear roundabout and dodge all the queues which build up between Honiton and Exeter. For those travelling on the A30 it would probably pay to branch off on the B3180 just beyond Fairmile, a few miles west of Honiton.

THE DOLPHIN TROPHY

As most members are aware, this Trophy is awarded annually by the Seafly Dinghy Association to the member who scores the most points in Open Meetings. The idea is to encourage entries to these meetings and

visitors receive two bonus points. Points are awarded on the basis; first place receives points equivalent to the number of entries plus 1, second gets number of entries minus 1, third number of entries minus 2 and so on. With three out of the seven opens sailed so far, the leading positions are:-

1. Malcolm Thurgar	C119	Worthing Y.C.	54	points (3 meetings)
2. Alan Green	C376	"	45	" "
3. Peter Scovell	C392	"	39	" "
4. Colin May	C422	Highcliffe S.C.	30	" "
5. David Tarrant	C339	S.Cerney S.C.	29	" (1 meeting)
6. Bob Risbridger	C434	Tankerton Bay S.C.	28	" (2 "

The response so far this year has been good, but with the high cost of petrol and accommodation these days, those clubs which have raised their charges considerably this year will be in danger of losing entries in future.

SOUTH CERNEY OPEN

Report by Class Captain, David Tarrant:-

Firstly, I would like to thank the Association and the editor of the newsletter (Alan Green) for supporting our meeting and ensuring a first rate turnout of 29 boats coming from 7 different clubs including Highcliffe S.C., Worthing Y.C., Seasalter S.C. and Tankerton S.C.

Colin May brought the new Zygol boat (471) for racing trials. As he said after the races "The boat needs tuning and 'the personal touch' (whatever that means,) before my judgement on its potential can be made."

Malcolm Thurgar brought 'Pink Ticket' full of 'Seafly' Tee shirts and stickers for disposal among the members present. At the end of the day I don't think he had many left; this shows that there was a market for these items. Well done Malcolm - I know they were manufactured at your own expense and I hope you have sold enough to clear your production costs.

1st Race, Wind 2-3 N.W. George Grose and E.Kennett, C390 S.C.S.C., were the first to the windward mark, followed by Peter Scovell, C392 W.Y.C., Ian and Fiona Hay in C295 S.C.S.C. in third position. At the end of the first lap D.Tarrant and M.Collins had opened out a considerable lead in C339 which they kept for the remaining three laps. I learned later that Peter Scovell C392 had infringed the rules and did a 720° turn which put him back into the main fleet.

1st four over the line were:

D.Tarrant & M.Collins	C339	S.Cerney S.C.
G.Grose & E.Kennett	C360	"
I.Hay & Miss F.Hay	C295	"
B.Brooke & Mrs.B.Brooke	C369	"

2nd Race, Wind 2-3 (Gusty) N.W. Two Cerney boats were over the line at the start and first to the windward mark were Philip Poyner with E.King in C207 second A & N Kesmode sailing 418 from Highcliffe and third R.Russell and R.Schooling in C270 S.C.S.C. After three laps and many place changes with wind speed and direction changing constantly, the first four over the line were:

D.Tarrant & M.Collins	C339	S.Cerney S.C.
I.Hay & Miss F.Hay	C 295	"
P.Ryner & B.King	C207	"
P & D.Scovell	C392	Worthing Y.C.

3rd Race, Wind N.W. Force 3 After a general recall and confusion over which gun and which rule applied, the race started with G.Grose and E.Kennett in C360 being first to the windward mark. They never lost the lead throughout the race, only to find they had been disqualified for breaking the five minute rule along with a number of other leading boats.

The first four official positions were:-

P.Poyner & B.King	C207	S.Cerney S.C.
I.& F.Hay	C295	"
M.Thurgar & R.Ditch	C 119	Worthing Y.C.
A.Green & P.Mowlem	C376	"

The overall winners were:-

1st	D.Tarrant & M.Collins	C339	S.Cerney S.C.
2nd	P.Poyner & B.King	C207	"
3rd	I & F Hay	C295	"
4th	B & B Brooks	C302	"
5th	P & D Scovell	C392	Worthing Y.C.
6th	C.Verey & P.Collins	C 74	S.Cerney S.C.

I would like to thank all th visitors for making the effort and making the day so worthwhile. I only hope the membership at South Cerney will return the compliment by going to some of the other open meetings in the near future.

STARCROSS

D.Tarrant.

Starcross Open Meeting, 31st May & 1st June 1975.

Results:

Saturday					
<u>Race 1.</u>	B.Stunt	C378	<u>Race 2</u>	C.Tucker	C250
	A.Garry	C299		M.Thurgar	C119
	M.Thurgar	C119		C.May	C422
Sunday					
<u>Race 1</u>	C.Tucker	C 250	<u>Race 2</u>	J.Baker	C223
	P.Scovell	C392		M.Thurgar	C119
	B.Stunt	C 378		B.Stunt	C378

Final placing:

1st C.Tucker
 2nd B.Stunt
 3rd M.Thurgar

TANKERTON

Tankerton Bay Open Meeting, 7th & 8th June 1975

Glorious sunshine, flat seas and a force two to three from the North East greeted the visitors and their families who travelled to this open meeting. Everyone was happy: the sailing was first-class (especially for those who remembered last year's stormy conditions) and the wives and children were able to get into bikinis for the first time this year. Four boats come from Worthing and Seasalter, and one each from Highcliffe, Whitstable and British Transport Commission at Leicester.

The meeting was also notable for two other reasons. Arthur Edmonds of Zygol Boats brought a brand new Seafly for the Sunday morning race and it was much admired for its finish and appearance. Despite being virtually untuned, it did very well in the one race in which it was sailed. Secondly, it gave everyone great pleasure to meet Peter and Daphne Fullager from Canberra Y.C., Australia, who are in the U.K. for a three-month holiday. Peter crewed for Colin May, and Daphne was up front in Harry Venables' boat. They are hoping to do the rounds of several opens, and also intend competing in the Nationals at Plymouth. This is, I think, the first time we have had anyone from overseas actually sailing with us and we welcome them to our fleets. We can now claim this year's Championships to be 'International'.

Tankerton results:

Race 1 - Saturday

1	M.Thurgar	C119		
2	C.May	C422	3	A.Green C376

Sunday

<u>Race 2</u>	M.Thurgar	C119	<u>Race 2</u>	J.Furlong	C468
	J.Furlong	C468		M.Thurgar	C119
	A.Green	C376		C.May	C422

Final placings (best 2 results, Olympic points system)

Winner of the Dennis Davies Memorial Bowl:

1st	M.Thurgar	C119	Worthing Y.C.	0	points
2nd	J.Furlong	C468	Seasalter S.C.	6	"
3rd	C.May	C422	Highcliffe S.C.	8.7	"
4th	A.Green	C376	Worthing Y.C.	11.4	"
5th	R.Risbridger	C434	Tankerton Bay S.C.	20	"
6th	J.Wren	C363	Seasalter S.C.	2'	"

FORTHCOMING EVENTS.

- July 12th & 13th (Blakeney S.C. Open Meeting
Worthing S.C. " ")
- Aug.24th -29th NATIONAL CHAMPIONSHIPS, R.W.Y.C.,Plymouth
- Sept.20th & 21st Seasalter S.C. Open Meeting

MEMBERSHIP SUBSCRIPTIONS

Our hard working treasurer, Harry Venables, tells me that there are a number of members who have not yet renewed their subs. Although the cost has gone up to £2, with £1 for Associates, this is really a small price to pay to keep the Seafly Association alive and if you have not already sent in your sub, please do so now. Payment should be made to Harry Venables, whose address is at the head of this Newsletter. Cheques should be made out to the Seafly Dinghy Class Association. One must be a paid-up member to compete in Open Meetings and membership cards will certainly be required for entry to the Nationals.

FOR SALE

- Seafly Hull No. 458. Wooden, complete with new spruce boom, unpainted and unvarnished, no mast, sails or rigging. £450.
G.Palmer, South Devon Boatbuilders, Idlesleigh Terrace,
Dawlish, Devon. (Tel. Dawlish 3593)
- Holt Seafly mast and boom with rigging. £35
D.Wilkinson, 6 Lime Grove, Oxpington, Kent.

It is hoped that a report on the Seafly will be in the August issue of the Magazine 'Dinghy Sailing'. Please spread the word around to encourage members to get their copies ordered early, as a lot of effort by members of the Class Association has gone into getting this article produced, and we feel that the Magazine should have our best support.

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