

Editor:-

Alan Green,  
5 Craddock Place,  
Worthing,  
West Sussex,  
BN13 2QA.  
Tel: Worthing 63040

Class Secretary:-

Peter Scovell,  
26 Chestnut Grove,  
South Croydon,  
Surrey.  
CR2 7LH.  
Tel: 01-657-7362

Class Treasurer:-

Derek Hawes,  
The Sheillings,  
Heath Ridge Green,  
Cobham,  
Surrey.  
Tel: Oxshott 2908

EDITORIAL

This is a short Newsletter to include some reports which could not be included in the last one. It is also an opportunity to remind members who are attending the National Championships at Worthing from August 8th to 13th that, if they have not already done so, they should send in their entry forms as soon as possible. Late entries can still be accepted on payment of an additional fee of £1.00. Entry forms are available from me or from your fleet captain.

Alan Green.

NEWS FROM THE FLEETS.

Worthing Y.C. opened its new clubhouse in May and now has what has been described as the best facilities along their part of the south coast. Among the congratulatory telegrams received was one from Chairman Ted May on behalf of the Seafly Association, which was very much appreciated by all those present. We look forward very much to hosting the Nationals in August and hope to have a record entry, including two from Newcastle, Co.Down.

South Cerney S.C. The news from David Tarrant is that since the end of the 1975 season they have 'lost' three Seaflyies: C270 purchased by Ted May, C456 which has gone to Chris Nurse at Worthing, and more recently G.Russell's C390 which went to Leeds. They have however gained Jim Wren in C363 having moved into the area from Seasalter. Mr. Reynolds has purchased a Zygal hull and is busy rigging it with Procter spars etc., and Mike Robinson has been allocated C500 for his new boat, home-built from the drawings. So the numbers remain at about 23 boats, 16 of which are regular weekend sailors. The water at South Cerney is in the process of being improved with the owners digging out the shallow spots and changing the pool shape slightly (making it almost a triangle) which eventually will improve the sailing courses and the sailing facility generally.

SOUTH CERNEY OPEN MEETING - 2nd May.

Report by Class Captain - David Tarrant. Considering the number of invitations sent to clubs with Seaflyies, and the turnout last year of 29 boats, 18 this year was rather disappointing. Our visitors came from Highcliffe - Chairman Ted May for his first sail in C270; Seasalter - Dick Flower in C477 'Graded Grains' (or is it 'Re-graded Grains?'); Worthing - editor Alan Green in C376; Chew Valley - Peter Gray in C481; and Rutland S.C. - Tony Fielden in C296.

First Race - Winds SSW force 3-4 gusting 5. First to the windward mark was C369 - P.Brooks from the home fleet, followed by T.Fielden in C296 and D.Flower in C477. The latter seemed to be going very well, outpointing everyone on the water and during the second beat took the lead, followed by C296 and C369. The finishing order remained the same with Dick Flower the clear leader; however the Race Committee disqualified the first two boats for a rule infringement

and the official result was - 1st P.Brooks C369, 2nd D.Tarrant C339  
3rd C.Verrey C14.

Second Race - wind as first race, steadily increasing. First to windward mark was Andrew Horne in C111, with T.Wilder C365 second. On the downwind leg Dick Flower used his spinnaker to overtake the leading boats and never looked back. At the gun the positions were - 1st D.Flower C477, 2nd D.Tarrant C339, third A.Horne C111.

The third race was to decide the winner overall with D.Flower, P.Brooks, A.Horne, T.Fielden and D.Tarrant all in with a chance. The wind had been steadily increasing through the second race and at the start of the third was blowing 5 with stronger gusts. Unfortunately P.Brooks lost his mast before the start which put him out of the running. First to the windward mark was P.Poyner in C207, followed by D.Tarrant in C339. Both hoisted spinnakers on the downwind leg in an attempt to break clear of the fleet. Unfortunately whatever went up the mast had to come down and both nearly capsized as a gust caught them - 207 filling with water but staying upright and 339 managing it after an involuntary gybe. T.Fielden in C296 took advantage of the confusion to build up a good lead by the end of the  $\frac{3}{4}$  lap, with C207, C111 and C477 all jockeying for positions. In the middle of the second beat Dick Flower was caught by a gust while tacking with a jammed mainsheet and capsized to great cheers from the locals. Philip Poyner used his spinnaker to great advantage and took the lead for the second time in the race, holding the position to the finish. Results - 1st P.Poyner C207, 2nd T.Fielden C296, 3rd A.Horne C111.

Overall results:-

1st D.Tarrant & R.Pugh	C339	South Cerney S.C.
2nd P.Poyner & I.Leopold	C207	" " "
3rd A.Horne & S.Wells	C111	" " "

Condolences to two of our visitors, Dick Flower and Tony Fielden, who both sailed exceptionally well, especially to Dick in his boat 'Graded Grains' which goes better now that he has modified it to conform with the plan. Theirs was a moral victory even though they went home empty-handed.

#### HIGHCLIFFE OPEN MEETING - 15/16th May

With strong winds and heavy seas on Saturday, racing was cancelled for the day, but the Race Committee amply made up for lost time by putting on three races on the Sunday when the wind had moderated a little to force 5-6 and it was possible for everyone to remain at sea with a minimum of delay between races. The entry of 13 was rather disappointing; no doubt conditions put some people off.

The first race set the pattern for the whole event. Dick Flower from Seasalter was fastest on the beats, with John Slater of Highcliffe and Peter Scovell of Worthing battling for the lead off the wind. The race was won by P.Scovell with D.Flower second and J.Slater third.

The second race was again dominated by these three and was won by J.Slater from D.Flower and P.Scovell.

Everything, therefore, depended on the last race. Although Dick Flower was again first at the windward mark each time round, he could not hold off the others on the reaches and after P.Scovell had nearly capsized at the last gybe J.Slater drew ahead to win the race and the series.

TANKERTON BAY S.C. Open Meeting 12/13th June.

Report from Bob Risbridger. T'was a glorious weekend in June, with lots of sunshine, flat seas and variable winds... something for everyone... unless you were there. The sun did shine, constantly, but the sea or the tide to be exact, spent the entire weekend venging itself on the unsuspecting. Whilst the wind really couldn't decide what to do - first up then down, round and round ... do you remember a week at Plymouth? ... then you know.

The first race on Saturday set the pace for the weekend, developing into two private duels up front, Dick Flower and Peter Scovell crossing spinnaker poles for first place, whilst Jim Furlong and Bob Risbridger battles for 3rd. Throughout the race these four dived their way round the course, leaving the rest of the fleet to fight over 5th place. The placings were finally resolved in favour of Peter Scovell on the finish line.

Second race, and the second battle, this time between Dick Flower and Jim Furlong; following along in third spot was Bob Risbridger, at first on his own, but being challenged in the later stages by Alan Green. The two leading boats pulled clear of the fleet, which found it necessary to tack furiously in and out the groins to beat a foul tide. This caused some amusing results... 50 boats weaving their way through swimming holidaymakers can cause absolute havoc. The positions up front remained unchanged until the finish line, where Dick Flower appeared to have time to stop... for a scenic gaze at the clubhouse (and HEART FAILURE)... actually he stalled right on the line. Willing the boat across, he just managed to finish in front of Jim Furlong, who was rather confused by this 'parking tactic'.

Sunday's first race developed into an 'action replay' for Dick and Jimmy, followed on this occasion by Terry Smitherman. The 'dynamic due' battled on up front, whilst three, sometimes four boats decided who should have third position. The wheeling and dealing continued on to the last lap, when Alan Green, moving craftily through the fleet, challenged Terry Smitherman to take third place on the last mark. Meanwhile, the wind had freshened, causing quite a few position changes in the main fleet, whilst at the front Jim finished first in a slightly less nail-biting situation this time.

The second race on Sunday saw even more dramatic changes in conditions throughout the course. But... as the race progressed... they were at it again. Thats right, the 'dynamic due plus two' this time. This most unquiescent quad of Seaflies had met for the last time in 'battle royal'. First to fall was Jim Furlong, trying to round a mark (just a bit too close). Next to go was Dick Flower when he sailed straight into a 'hole' in the wind. This left Pete Scovell and Bob Risbridger to fight it out, but they too were finally becalmed, along with the rest of the fleet. When the wind returned Bob Risbridger took the lead, which he held to the finish, Dick Flower fighting a strong tide (and his arch rival Peter Scovell) managed to regain second place up the last beat.

Final placings overall were as follows:-

- |     |                         |
|-----|-------------------------|
| 1st | R.Flower/T.Gillingham   |
| 2nd | J.Furlong/A.Furlong     |
| 3rd | R.Risbridger/C.Nicholls |
| 4th | P.Scovell/R.Ditch       |
| 5th | A.Green/D.Shephard      |

There were 19 entries, 13 of whom were visitors.

STARCROSS OPEN MEETING 19 & 20 June

With stormy skies and plenty of wind on the Saturday - and even worse promised for Sunday - it was not altogether surprising that the entry was rather low, which was a great pity because there was

some great sailing to be had and even greater hospitality from the host club. Thanks are particularly due to Commodore Peter Hayes and Laurie Latham for organising the weekend, and to their wives, Heather and Carol, who so ably crewed for your reporter.

For a short practice race in the morning, seven boats lined up for a committee boat start in a force 4-5 gusting 6 or more, with big wind shifts as the winds blew down over the hills behind Powderham Castle. It was a hectic race; Phil Threlfall in C72 from Exmouth S.C., found it all too much with his small son as crew and they went for a swim, while several other crews were seen with one leg over the side at times. Colin Tucker of Starcross in C250 revelled in the heavy conditions and led the fleet home, followed by Peter Scovell in C492, and Alan Green C376, both from Worthing.

The overnight shipping forecast was 6 to gale 8 westerly, which no doubt deterred several visitors who had been expected to appear on the Sunday. However, a gentle 2-3 from the north west set in and remained reasonably steady all day, although there was the occasional shift to be taken advantage of.

Nine boats set off for the second race, again a committee boat start above the clubhouse. The two Worthing boats reached the windward mark first, but Alan Green, having lost several places on the next running leg, misjudged the tide at the next mark and had to re-round at the back of the fleet. However, what with wind shifts and playing the tide, positions changed constantly and at the finish the order was Peter Scovell, Peter Stunt from Starcross in C 378, and Alan Green.

The third race was sailed in similar conditions on a more complicated course and again, reading the wind and tide correctly made a lot of difference. Peter Scovell took the lead early on followed by Peter Stunt, but on the second beat Alan Green got past the latter and just held on to second place although J.Lloyd, Starcross, in C20 nearly caught him on the last beat when he found a favourable lift.

Overall results for the Farmer Cup:-

1st	Peter Scovell	C492	Worthing Y.C.	3½ pts.
2nd	Alan Green	C376	"	8 "
3rd	Colin Tucker	C250	Starcross Y.C.	11¼ "
4th	Peter Stunt	C378	"	13 "

CANBERRA TROPHY

At last year's National Championships at Plymouth, Peter Fullagar presented the class with a new trophy on behalf of the Australian Seafly Association. Known as the Canberra Trophy it is to be competed for by club teams at the Nationals. The Committee have decided that the rules should be kept as simple as possible and the trophy will be awarded to the club with the best three boats, based on overall points scored.

THE SEAFLY CLASS CHAIRMAN & COMMITTEE

Ted May has said he will be unable to continue as Chairman next year. He will not have sufficient time available to perform the duties.

We shall need a number of new committee members so that a team can be elected for the posts becoming vacant this year. The editor and newsletter printer do not necessarily have to be members of the Class Committee, but the Chairman and Secretary must be.

1977 SEAFLY CHAMPIONSHIPS

While at Blakeney Open Meeting, a number of the visitors took the opportunity to make a visit to the Brancaster Sailing Club and see where next years Championships will be held. The date has been fixed for the last week of July 1977.

-----

BLAKENEY OPEN MEETING - 3rd & 4th July

We counted 18 competing boats at the line for the Saturday and Sunday races. Saturday's race was a good race for those of us at the back of the fleet. The leaders were disqualified for being over the line at the start. Morris Arthur won, followed by Roger Beavis.

Sunday's race started at 11.a.m. and there was no mistake about the transit marks this time. There seemed to be boats everywhere at the first mark and still all bunched up at the next one. The wind was steady at about 10 knots and the tide and mud bank helped all those with local knowledge. Brian Blogg was first, followed by Morris Arthur. I am not sure of the next places, but the visitors were not totally put out.

Overall result:-

1st	M.Arthur	C288	Blakeney S.C.
2nd	R.Beavis	C269	" "
3rd	D.Flower	C477	Seasalter S.C.

-----

Morris Arthur suggests that each competitor brings a car tyre and 6 ft. of rope to the Championships this year. The idea is that all tyres are roped together to form a mattress on the beach at Worthing so that boats can be beached onto it in rough weather. So bring your tyre and rope, and we will try it out (unless someone has a lorry load of conveyor belting 6 ft. wide to spare!)

-----

FORTHCOMING EVENTS

- 8th to 13th August      Seafly National Championships, Worthing Y.C.
- 11th August            A.G.M. at Worthing Y.C.
- 11th & 12th September    Seasalter S.C. Open Meeting.

Brancaster Sailing Club

Brancaster are proposing to put on a Sat/Sunday weekend racing during September this year, which will be an open invitation to Seafly owners to race there. This will perform two things - let Brancaster see how the Seafly sails and the general needs of these dinghies for the Nationals, 1977, and also let anyone wishing to sample the sailing water have a try before next year. The date should be available at this year's Championships, and will also be notified to Fleet Captains.

SEAFLY DINGHY CLASS ASSOCIATION.BALANCE SHEET FOR 1975/76INCOME

SUBSCRIPTIONS:	
106 Full	£ 212.00
11 Assoc.	11.00
New Certificates	5.00
Re-Registration	3.75
Advertisement	9.00
Poole Show Refund	40.96
Donation	1.50

283.21

Cash at Bank  
1.7.1975

124.35

407.56

Sale of Ties  
and Tee Shirts 31.40  
Stock of Ties  
and Tee Shirts 54.11

£493.07

EXPENDITURE

Postage	£ 55.80
<del>Phone</del> Phone	8.36
Open Meetings	28.71
Shows	48.97
Cup Insurance	4.00
Cup Engraving	6.50
Wreath	6.00
Gratuities	0.44
Stationery	14.69

173.47

Excess Income 234.09

407.56

Stock of Tee Shirts 51.48

Tie Stock carried  
forward from 1975 32.00

491.04

Profit on Sales 2.03

£493.07

## Cash at Bank 1st July 1976:

Current Account	£ 34.09
Deposit Account	£ 100.00
Total	£ 234.09

STATEMENT OF MERCHANDISE.

## Stock sold 1975/6

13 Tee Shirts	£ 13.95
11 Ties	£ 17.45
	£ 31.40

Cost of stock sold £ 29.37

Profit on sales £ 2.03

## Stock at 1.7.75

20 Tie £ 32.00

New Stock  
50 Tee Shirts £ 51.48

Total book value £ 83.48

## Stock at 1.7.76

37 Tee Shirts £ 38.11  
10 Ties £ 16.00

£ 54.11

Cost of stock sold £ 29.37

Auditor's Report

I have examined the books and accounts of the Association, and this Balance Sheet gives a true and fair view of the affairs of the Seafly Association's finances as at 30th June 1976.



H. Venables, 23rd July 1976

8. Rule 9:3. Delete first paragraph and insert:-

Buoyancy must be tested and certified before the first Measurement Certificate is issued, by either a Seafly Class measurer, an RYA measurer, or a recognised club measurer. Thereafter buoyancy must be inspected and certified annually, and the measurer may require a buoyancy test to be carried out. Either of the following tests may be used:-

(Water test or air pressure test as per existing rule.)  
Proposed by A.Green, seconded by H.Leigh.

9. Amendment to Class Racing Rules:-

Add at end of Rule 3:-

For the National Championships the helmsman must be either the owner, or have raced as helmsman or crew in a Seafly at least 6 times in the current year, or have shown an active interest in the development of the Class. Proposed by A.Green.  
Seconded by H.Leigh.

# SEAFLY BY ZYGAL

STANDARD BOAT - GRP Hull with non-slip Decks. Anodised Alloy Spars. IYE Rudder Stock & Tiller. After Main-sheeting. Zygals Sails.  
Price, ex works..... £675 + V.A.T.

RACING BOAT - as above with Chute, Centre Sheeting, Power Blocks, Spinnaker & equipment.  
Price, ex works..... £775 + V.A.T.

HULL ONLY - fitted Keel Band and Stem Fitting only.  
Price, ex works..... £375 + V.A.T.

Delivery - 3 weeks.

ZYGAL BOATS,  
St. Peters Road, Whitstable, Kent.  
Tel: Whitstable 2531.

-----

Details of any Seaflyes for sale to Peter Scovell please.

SEAFLY ANNUAL GENERAL MEETING TO BE HELD AT WORTHING YACHT CLUB  
ON WEDNESDAY 11 AUGUST 1976 AT 19-15 HOURS

AGENDA

1. Minutes of 1975 AGM.
2. Chairman's Report.
3. Secretary's Report.
4. Treasurer's Report.
5. Election of Committee Members (the Chairman, Secretary and Newsletter Editor are retiring this year).
6. Election of Auditor.
7. The following amendments to Rules were agreed by the Committee in March 1976, circulated in a Newsletter of April 1976, and are currently in operation under Rule 18.
  - a) Rule 3:1 (amendment). The keel unit, centreboard, bilge rubbers, hull sections 1-6, transom, foredeck, buoyancy chambers and other dimensions of the hull shall be within a commercial tolerance of  $\pm 12.5$  mm ( $\frac{1}{2}$ " ) of the drawings or moulds. Proposed by the Committee.
  - b) Rule 3:3 (addition to rule). A SDCA measurer shall check the dimensions of current GRP hulls (or moulds) at regular intervals at the discretion of the Committee.
  - c) Rule 3:9 (new rule). The king post may be stiffened laterally up to a maximum width of 3" (76 mm). Proposed by the Committee.
  - d) Rule 3:10 (new rule). The forward end of the centre box may be stiffened with lateral struts and/or an extension of the centre box capping piece forward to the king post. Proposed by the Committee.
  - e) Rule 5:4 (new rule). The centre line of the jib halyard sheave shall be not less than 4572 mm (15'0") above the mast step and not more than 4673 mm (15'4") above the mast step. Proposed by the Committee.
  - f) Rule 5:5 (new rule). The centre line of the spinnaker halyard sheave shall be not more than 4775 mm (15'8") above the mast step. Proposed by the Committee.
  - g) Rule 8:1 (amendment). The rudder head, tiller and tiller extension can be made from any material and design is optional. The rudder blade should be made of wood, GRP or composite GRP and wood, and the drawing dimensions (below bottom edge of transom) should not be exceeded. The rudder blade maximum thickness is 25 mm (1") and the maximum depth below the bottom edge of the transom is 24" (610 mm). Proposed by the Committee.
  - h) Rule 9:1 (amendment). A minimum of 91 kg (200 lbs) buoyancy is required in the bows. Fixed forward buoyancy should be built in as a blister tank or bulkhead tank. Movable buoyancy is acceptable up to C46, providing that it is secured in such a manner as to be effective. Side buoyancy tanks must be built in as designed. Proposed by the Committee.