

DINGHY SEAFLY CLASS ASSOCIATION NEWSLETTER - JANUARY 1979

EDITOR

Harry Clark, Ashford, Kent. Kent.

CLASS SECRETARY/TREASURER

Tony Gillingham 2, Briar Close, 30 Sandling Lane Kennington, Penenden Heath, Maidstone,

Telephone - Ashford 34732 Telephone - Maidstone 671856

COMMITTEE

Stan Walton, Beckets, Bigberry Road, Chartham Heath, Canterbury Kent. Tel: Canterbury 73563

Tony Gillingham, 30 Sandling Lane, Penenden Heath, Maidstone, Kent Tel: Maidstone 671856

Ted May, 36 Fairfield, Christchurch, Dorset - Tel: 02015 - 2098

Arthur Edmunds, 2 Bayview Road, Whitstable, Kent,

Tel: Whitstable 274474

Peter Scovell, 26 Chestnut Grove, South Croydon, Surrey Tel: 01 - 657 - 7362

Harry Venables, Cedrus House, Dry Bank Road, Tonbridge, Kent Tel: Tonbridge 365630

wilnes assert ablaced restain, who am of Salah and day I and foul

eron tak or send hog to the common com and the large to be a per bett been also

Vic Birtles, 12 Somerset Way, Taverham, Norwich Tel: 0603-867048 Peter Gray, 130 Hampton Road, Redland, Bristol Alan Mogg, 12 Curzon Way, Highcliffe, Dorset, Jim Wren, 4, Pembroke Green, Lea, Nr. Malmesbury, Wilts.

(1) Editors Note:

It seems a long time since the last Newsletter was issued. This has not been caused by my changing class but simply that it has taken a long while to get sufficient material together. The message is "Don't wax lyrical in your local bar - put pen to paper and give us all the benefit of your experiences, trials or wisdom".

It seems much has happened since the Nationals including a new licensed builder - Colin May. I look forward to seeing his new boats. Dick Flower also continues to build beautiful wooden boats which are

selling well.

Although I did not compete (no boat) my family and I attended the Nationals and had a good week. When next I see Roger Beavis I have a good photograph of him moving his tent - still erected of course! I have also a highly salubrious photo of Tony and Vic Birtles emerging from the Gents!.

Sad to see our new National Champion forsaking the Class, having bought a 505. I look forward to seeing his name at the front of that fleet.

Next season you will be coming to Seasalter for your Nationals. We are currently rebuilding the Clubhouse and driven on by Class Chairman Stan Walton would not dare not finish the building before you arrive.

1 9 7 9 SEASALTER NATIONAL CHAMPIONSHIPS

19th August 1979

Large Campsite next to new Clubhouse. You may wish to hire a caravan and have it put on the site for you. Useful numbers for this are

Arthur Fitt Caravans - Herne Bay 3848

Aldington Caravans - Aldington 462

Possibly Tony or Stan may produce a list of other holiday accomodation available. In any case be sure to come.

(2) Following the articles on Seafly(ing) by David Black we now have advice for you from new National Champion Roger Cooper.

Following in Dave Black's footsteps is becoming a habit, however I'll try to carry on the good work he has done in his past articles, so here are a few ideas that may or may not be of use in sailing your Seafly.

TACTICS

If you have a staggering amount of boatspeed, don't bother to read this bit, just sit back and point your boat, the right way. If, like me you just can't get the thing to go any faster, tactics become really important.

At the start be on the line at the gun at the right end, going full belt, close hauled, preferably on starboard (unless you're well insured and a port tack start is going to pay handsomely).

Before the start, decide which end of the line is favoured by reaching down the line with the mainsail just lifting at the luff, do a quick about face and reach back along the same course. If you have to let more of the sail out to allow the luff to lift slightly then you are sailing away from the favoured end.

If the line is badly set with an enormous amount of bias there will be only one place to start. DON'T TRY TO START THERE! There will be so many boats trying to do the same thing, that a bunch will develop and the chance of making a good start is virtually nil.

Far better to sacrifice a small amount of windward room and explode out of the line 30ft. or so down from the mass, with luck you will be far enough ahead after a few minutes to be able to cross the fleet on port if a subsequent windshift makes this necessary.

Basically at the start go for 1. Top Boat Speed (don't sheet in too hard too quickly)

2. Clear Air (try to find a nice big gap)

3. Freedom to manoeuvre (to take early advantage of a good lift)

As far as the Beat goes, use the old maxim of 'tack on a header stay on a lift!. Make sure that the header is genuine, sometimes in gusty winds a short sharp header is followed by a lovely long lift. If you tack too soon you will end up going round in circles!

Don't get involved in a tacking match unless you are both way ahead of the fleet (or right at the back) there will be someone waiting to clip past both of you.

Similarly don't get involved in luffing matches on the reaches, if you get behind a psychopathic luffer let him luff up, and as he does so, bear away, pump the main hard and plane off through his lee. Timing is most important for this manoeuvre, you will probably end up stuck in his lee the first time, but persevere, when you get it right its magic'.

Freeing off slightly and pushing through the lee of an opponent also works quite well if you are being lee-bowed on the beat (usually the result of salling "star-board" to a port tacker who would have passed in front anyway), but you must be positive, dithering is disaster'. Once through his wind shadow you can then squeeze up and give him the benefit of your back wind.

At Marks it is always best to get the inside berth, but don't round too sharply at the leeward mark especially with a foul current, a smooth rounding will minimise leeway, try to leave the mark a few inches from the sidedeck with the boat on its new, close hauled course. If you fail to get the inside berth, a good rounding will often see you up to windward of the boat that went round first. If he makes a good rounding his usual reaction will be to try to point too high and so slow up, this is perfect material for the "passing swiftly to leeward and squeeze" wheeze, it works every time (well almost).

I would recommend you read "This is Racing" by Richard Creagh - Osborne published by Nautical Press. It really is first class reading for beginners and the so- called experts will pick up quite a few ideas.

BOAT HANDLING AND TUNING

Just a few things that John and I have tried this year and which seem to have worked "amazingly" well on occasions (what a rotten pun!)

Jib Sheeting. This seems to have normalised at about 16' from the centre line measured along the edge where the wave boards used to be, but you must have the sails cut for close sheeting. Our jib has the maximum flow at about 40% and the main is cut very flat in the luff with the flow at about 50%. This means that the jib can be set quite close without an enormous amount of backwinding.

A fairlead track of about 6" in length should be fixed in a fore and aft position on the fore deck. this will give you all the leech control you need for the jib. Move the fairlead forward to tighten the leech in light airs and backward to let the jib twist off in the heavy stuff.

Abarber hauler was fitted at the beginning of the season and has proved highly successful, especially on a close two sail reach, improving the power of the jib by reducing wasteful twist in the top of the sail.

Mast rake is about 14" measured, with the jib set to its normal tension, from the foot of the mast.

Tension of the jib luff has been determined throughout the season by the beads of sweat on the helmsman's brow when thinking about the compression forces, in other words get the rig set up as tight as possible without firing the mast through the bottom of the boat! A simple halyard pin rack and two shroud levers have worked well. The same rack can be used to hook up the main halyard.

The proctor Beta mast seems to need a lot of sideways stiffening and the shrouds are deflected outwards by the spreaders by about $2\frac{1}{2}-3$ inches each side. The spreaders are left semi - swinging to let the mast bend fore and aft easily. Having the mast set up this way keeps power in the lower part of the main in a blow, the top part of the mast flexes off and flattens the top of the sail in the more extreme puffs.

We never alter the tension in the top batten, just tie it in without any positive pressure. To get the mainsail set up with the right amount of twist use the kicking strap and attempt to get the last 6" of the top batten parallel to the boom with the leech of the sail making a nice smooth curve from top to bottom. The foot should be pulled out just enough to remove the creases and the Cunningham pulled down to adjust the point of maximum flow to about 50% back (usually attained when all the creases are pulled out of the luff). The kicker and Cunningham controls must be led back to the helm as they should be adjusted to suit varying conditions while under way. We have the cleats for these controls mounted on the main thwart, with the ropes going through the thwart at an oblique angle.

The spinnaker on Amazing is now led to a point on the outer edge of the sidedeck roughly level with the rear end of the thwart. A simple cam cleat with a metal hoop fairlead (Holt Allen HA 4277) is fixed at this position and together with an endless sheet, and a keyhole pole system, is the simplest set up I have ever come across. Unlike the normal system led to the rear of the boat there have been no cases of the helmsman squatting on the sheets and no ritual capsizes with the sheet wrapped around the end of the boom. There is alot less rope flying about, hardly any friction, and no serious shortcomings as far as I can tell, but it does work best with a flat spinney. By the way you can make really good reaching hooks by modifying a plastic junior camcleat. Carefully cut out the side with a hacksaw to the pattern of those natty alloy clamcleat reaching hooks but leave the base intact. I made mine two years ago and they are stillgoing strong and the best thing is they are about ‡ of the cost of the alloy type.

The measured along the edge 'quere, the wave boards used to be out you into measured the control of the same of the control of the same of the control of th

The only other "mod" that was carried out this year was the ceremonial ripping out of the centre main track together with the attendant bits of rope, cleats and traveller. This was replaced by a simple centre: mounting for the Becket block a loop a la 505 would have been even better). John has really missed tripping over the track every time he came up to the back of the boat for the heavy weather spinny reaches and I missed the 71b it weighed. What do they do in heavy weather, do I hear? I just get a bit vicious with the kicking strap and use the mainsheet to control the angle of the main and keep the boat upright, the kicker looks after leech tension.

Some points on improved boat hadling that have dawned on us this year (now Im really going to teach grandmothers to suck eggs) are:

- 1. Keep the boat upright in all but very light airs.
- 2. In light airs cram yourselves forward into the front bouyancy chamber if possible, to get as much of the back of the boat out of the water as you can (a very long tiller extension is a good investment).
- 3. In a blow try beating with the board & down and really drive the boat hard, it does not pay to pinch a Seafly they just stop dead in any short wave formation due to the bluff bow section. Keep to jib in tight and play the mainsheet to heep the boat upright. If you are still operpowered get some more board up until you can hold the boat upright with the main in to just outside the transom. (if the board is now right up into the case, you shouldn't be out sailing!)
- 4. In a hairy spinney reach get your crew weight right back and right out (get the board up if over powered) this will keep the bow out and prevent broaching. Keep the boat bolt upright by steering the boat 'under' the spinney letting off the main completely if necessary.
- 5. Fit 4 equi-distant wool tufts to the jib 6" back from the luff. Try to keep them streaming steadily on the boat (the inside one can lift very slightly, Amazing went will when sailed like this). You can tune the jib using the tufts, adjust the leech tension to get all 4 tufts lifting at the same time.

Wool tufts are ideal for dozy crews (I didn't mean you John. Honest!) on reaches, just tell them to pull the jib in when the inside tuft flays about and let it out when the outside one goes. You can then concentrate on playing the wave formations and pumping the main (in surfing and planing conditions only of course!)

Well that's it apert from saying "think positive, try to be consistent" and don't be disappointed if you don't win any races, sometimes you get a nice surprise at the end!

and been the see it agreement your about dance but de dame alloge at

(3) Perhaps you will be encouraged to try an Open Meeting by the next article. Remember you can then try out all Roger's expert advice.

MY FIRST OPEN MEETING

The thought of packing up my old Seafly 161, trailing it 150 miles to an unfamiliar place called Seasalter, was daunting. Nevertheless, my son and I, set out from Highcliffe with certain reservations about the weather, the level of competition, the local waters and accomodation, etc; at 5am on Saturday 16th September, dawn broke as we were passing through Guildford and before long we were looking for the signpost to Seasalter, some $3\frac{1}{2}$ hours after leaving home.

We had to wait for a while for a sign of life, (We arent't exactly bionic at 8.30 Ed.) and began to wonder if we had our dates mixed up. Very soon the Club opened and, as other boats began to arrive, one felt the atmosphere of the occassion developing. Eventually the 12 visiting boats went over the ramp onto the beach to join the Club's boats. The sea, on their stretch of coast, arrives with a rush and ebbs equally fast some five hours later.

Tony Gillingham and the other Club members set about welcoming everyone and organising accommodation for those who required it, and comforted in the knowledge that we would have a bed to sleep on, we went through the formalities of race entry and briefing.

The winds were fresh and, being off-shore, meant ideal sailing conditions, a comparatively flat sea & bright sunshime. After the first race, our fears were soon allayed that my son and I were not such idiots as we had thought. A fair result boosted our confidence, and we were able to settle down and concentrate on enjoying the rest of the week-end. After drinks and snacks in the Clubhouse, the second race took place. However, our ability to improve upon our first result faded as we took a ducking and as the local and more experienced crews adapted better to the local conditions. Whilst racing was keen and competitive off the water all was forgiven and a really friendly and family atmosphere prevailed. This was continued in the evening when the Club entertained everyone, and drinks and chat flowed freely.

However, it has been a long day, and knowing that Sunday would be equally as tiring, my son and I left early for Fred Williams' home and bedded down in his caravan, pleasantly tired, content and really looking forward to another day's sailing.

Early Sunday morning was the first time we regretted not bringing the rest of the family, as I soon discovered the limitations of our ability to cook, wash up and make beds, etc. However, it was all good fun.

Racing started at 12.00am. on Sunday, in somewhat quieter conditions, with the leading boats competing for an overall result. Unfortunately we failed to master the strong tides and were amongst the last of the boats to finish. Racing over, we set about dismantling and packing up ready for the journey home. After the prizegiving ceremony and countless farewells, and promises to see everyone at the next open meeting, we set off at about 5.30pm. We arrived home at 10.0pm, pleasantly tired and very pleased that after all of our earlier reservations we did take the time and trouble to go to our first open meeting. It was a very worthwhile and enjoyable experience to be thoroughly recommended. Mind you, the beautiful weather helped. (its always good at Seasalter Ed.)

Irrespective of the racing result, the pleasure derived from meeting such friendly and genuine (a superior breed, the seafliers Ed.) people was, very refreshing, and I shall be looking forward to seeing them again next season at other open meetings and the Nationals.

Alan Mogg

(4) Not everyone who attends the Nationals can finish Champion but everyone who attends can enjoy themselves.

NATIONALS 1978

Seafly 165 Len Purvis helm David Craven crew expects to be last and are delighted when they are not, The only sailing they do is at the Nationals the boat was previously in the water at Brancaster and before that Plymouth, where David first crewed. Working away from home prevents any other sailing. We realise it will take two more Nationals or perhaps a little longer to get to the number one spot but we'll keep trying.

P.S. We still think the Highcliffe buoys are too small Ted May can see better than we can - - - sorry Ted!

Led Purvie

(5) 1979 Diary

Highcliffe Sailing Club - 19th/20th May 1979

Blakeney Sailing Club - 14th/15th July 1979

Seasalter Nationals - 19th/24th August 1979

Worthing Sailing Club - 22nd/23rd. September 1979

(6) Alan Green's thoughts on the Nationals

Having sailed very little this year and mentally exhausted from running a heavy -weather sailing week, I was looking forward to a nice relaxing week at Highcliffe with steady force three and blazing sunshine - what a hope in 1978!

First impressions on arrival very favourable - boat seized by 2 willing H.S.C. members who wheeled it into the boat park while I set off to pay tribute to the local council. Then off to find our bungalow atStanpit-A look at the entry shows many old friends among the 42 Seaflys; also 41 Javelins for their Europeans, the majority from Holland and Germany (what is the German for Starboard?)

Hopes of easy start to week dashed by the weather forecast for Sunday's Practice Race - force 4 to 6 souwesterly. Briefing at 0930 - everything explained by Race Officer Britt, except that almost everyone failed to listen to the position of the committee boat. Anemometer reading 3 encouraging, but later found to be stuck - wind howling in rigging suggests more like 5. Launching into Christchurch Harbour is simple and passage down the Run with wind behind is no problem. Follow 60 or so Javelins and Seaflys heading out to sea - lovely beam reach. Beyond the shelter of Hengistbury - no sign of committee boat - seas getting decidedly large - Needles surely looking much bigger. Local boys must know where they are going and committee boat must be somewhere out there. Fust be nearly 3 miles out but still no committee boat. Take a good lock around each time we get on top of a wave. What's that gaggle of white sails way behind inshore opposite the radar dome?. Wear round gently and get on a plane for a couple of miles - but they turn out to be a fleet of cruisers racing. What is hidden under the cliffs by Chewton Glen? Yes, its H.S.C.'s "Bluebell" with about half a dozen competitors in attendance. Sail along and find a worried looking Britt who decides to abandon as the fleet out to sea are heading back home. Anyway it was a great sail which banished all worries about heavy weather for the rest of the week. Monday - force 3 to 4 off shore, smooth sea. No problems with committee boat this time. Starting gun goes and off we set, but boat not pointing surely head of main should be well about the hounds? Crews hauls broken halyard down. Perhaps safety boat nearby will tow us as far as windward mark which will be well on our way home. Safety boat hails and says "You'll be O.K.; wind and tide's against you" and disappears in wake of fleet. Make a slow but steady progress - its a contortion to duck under boom resting on transom. We should get back before the fleet and grab a hot shower. We just make it - but showers still cold. Anyway that's

Tuesday and Wednesday - again force 4 off shore - ideal conditions and great sailing. Many familiar faces and boats around in mid fleet - finish in top twenty - just!

our discard race gone.

again in 1979.

Thursday - no wind at all. Start due at 13.00hrs. - better get afloat by 11.30. Sun comes out - off come the wetsuits - Whisper of wind appears, course laid, and an hour late the javelins are started - and promptly generally recalled! More delay - wind shifts - but we get away at last at 14.30. After half an hour the zephyr dies and tide takes over. Eventually enough wind to complete 2 laps of shortened course - cross line last of a gaggle of 10 boats in line abreast - not our day.

Friday Fine summer day at last. Steady force 2 to 3 and bright sunshine. Wind behaves eighty spinnakers make a fine sight. Great sail and best result of the week.

Prizegiving hectic. 80 helms plus crews plus wives plus children plus friends just won't all fit into H.S.C. clubhouse at once. Prizes eventually distributed with commemorative plaques for we 'also-rans'. Seaflys have a new champion and Worthings first for many years. Speeches of thanks to all who made it such a successful week.

Another week of sailing, eating, drinking and meeting old friends has ended all too quickly. Boat packed up and goodbyes said - see you all

The state of the last their court of the court of the court in the state of the court of the cou

(7) NATIONAL RESULTS

1st.	422	Roger Cooper	Worthing Yatch Club	12 pts.
2nd.	404	David Black	Highcliffe Sailing Club	13 pts.
3rd.	523	M. Gray	Chew Valley Lake S.C.	$15\frac{1}{2}$ pts.
4th.	459	J. Slater	Highcliffe Sailing Club	163 pts.
5th.	69	I. Phillips	Highcliffe Sailing Club	173 pts.
6th.	290	B. Blogg	Blakeney Sailing Club	21 pts.
7th.	107	J. Perryman	Blakeney Sailing Club	214 pts.
8th.	392	D. Scovell	Worthing Sailing Club	27 pts.
9th.	617	R. Flower	Highcliffe Sailing Club	32 pts.
10th.	339	D. Tarrant	South Cerney S.C.	33 pts.

THE NEW GRP SEAFLY BUILDER

As you are all aware, I was at the time of the Mationals in negotiation with Zygal Boats for the rights and moulds of the Seafly. These negotiations have come to a successful end, and I am now preparing the moulds for the start of production.

The GRP Seafly will not at present change, except for a few minor changes in moulding techniques but the future of the Seafly must be that it should become more up to date so that it will increase in popularity. I feel that the Seafly is a very good all round boat and that its present stagnation can be stopped if we all look to the future and the modern methods used today to help us to improve without drastic change to the Seafly.

My policy at present will be to build shells/hull and decks and a basic complete boat. For the racing man or lady! I am quite prepared to fit out a hull and deck to any specification he or she would like.

I will also ne marketing spares of all sorts, so if you require anything for your boat, please give me a ring I will be very happy to help you all.

My best wishes to you all for a Happy Christmas and a happy New Year.

Good Sailing.

Colin May

C.M. Marine, 36 Fairfield Christchurch Dorset

Telephone Christchurch 2098

FOR SALE

Masts 1 Proctor Beta

1 Proctor F

Booms Holt

Apply Colin May