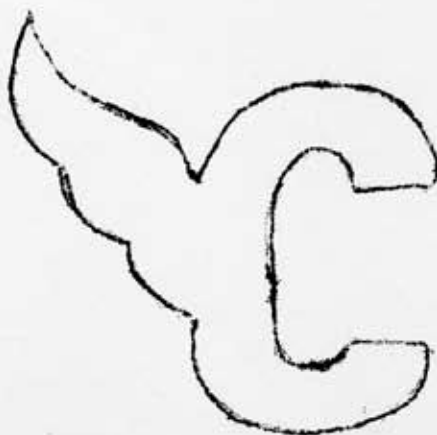


H A P P Y



C H R I S T M A S

SEAFLY NEWS

WINTER ISSUE - NOVEMBER-DECEMBER

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The 1980 Nationals will be held at the Plymouth Royal Corinthian Y.C. between August 10-15 and shared with the Mini-sails. There will be a practice race on the Sunday and five championship races starting at 1.30 p.m. each day except Friday when the start will be at 11.30 a.m. Olympic courses will be set with committee boat starts.

The entry fee will be £19 including £7 worth of free social tickets per boat. The host club will also provide £120 worth of glassware prizes for the helm and crew in each of the five championship races, and for the helm and crew in the first eight overall places. There will also be a prize for the first lady crew and the first helm over 45.

For those who may think the entry fee expensive the Seaflly Nationals are still probably the cheapest five-day championships in the country.

The Mini-sail fee will be £15 on the basis of one free social ticket per boat, and one prize only for the winning boat. The Merlin Rockets were £19 this year, the Fireballs £27 and the Lasers £17. I believe the Seaflly fee exceptionally good value taking into account inflation.

The host club has based its figures on an entry of 40 boats. If there are fewer then the club stands any loss. If there are more the club profits.

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May I say a special thanks to the Seaflly's old friend in the West Country, Laurie Lanham for helping in the initial organisation. Please enter early and lets try and make the magic 50 boat nationals.

VIC BIRTLES

ROYAL PLYMOUTH CORINTHIAN Y.C.

Margaret Walker of the host club is organising the Nationals at Plymouth and writes the following notes about the club and the championships.

"The Royal Plymouth Corinthian Yacht Club celebrated its Centenary in 1977 and has the warrant to fly the Blue Ensign.

Situated below the Royal Citadel and on the seaward side of Madeira Road, which is the main road around Plymouth Hoe. The Club Terrace is an excellent vantage point for watching the racing in the Sound.

We have had experience in running World & National Championships and welcome the challenge of running two National Championships together.

An Olympic-type course will be laid in the Sound, inside the Breakwater. Racing will commence at 13.30 daily, except the Friday when an earlier start of 11.30 will give competitors time to "pack up" their boats before the Prizegiving in the evening.

For accommodation it would be wise to write to 'Plymouth Marketing Bureau (Accommodation), Civic Centre, Plymouth for an accommodation list. Plymouth is a popular centre, so it would be wise to do this as soon as possible (list enclosed).

For those who wish to camp they can book in at Riverside Caravan & Camping Park, Longbridge Road, Marsh Mills, Plympton, Plymouth. This park is situated near the large roundabout at the end of the A38 dual carriageway from Exeter. (There

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are other camping parks, the names of which can be supplied by the Plymouth Marketing Bureau. Tel: 68000).

A full social programme is included in Entry Fee, (two tickets to one boat for each event - extras to be purchased from the Beachmaster).

The week before the Nationals is Plymouth Regatta Week. This consists of eight days of racing starting Saturday, August 2nd and is a really great weeks sailing and is ideal for getting to know the Sound and area in readiness for the Championship".

PRELIMINARY NOTICE

Date: Sunday 10th to Friday 15th August 1980.

Venue: The host Club will be the Royal Plymouth Corinthian Yacht Club.

The Olympic type courses will be laid in Plymouth Sound.

Conditions: Beachmaster will check three documents on arrival, they are:-

- a) A valid Registration Certificate for the boat and sails.
- b) A third party insurance of at least £100,000.
- c) A Seafly Association Membership Card, 1980.

All boats may be subject to measurement by the Association.

All boats must sail under their own registered sail number.

Races will be sailed under the current IYRU Rules, the RYA Prescriptions therete, except as amended by the Sailing Instructions and by the Rules of the Seafly Dinghy Class Association.

Entries: The entry fee is £19.00 (this includes two tickets per boat for each social event). The closing date for entries, which must be made on the official form, will be Wednesday, 10th July 1980.

Entries will be accepted after this date ONLY on the payment of an extra £5.00.

No acknowledgement of entry will be made. (Cashing of cheque will suffice).

Final Instructions will be sent by the 24th July, 1980.

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Programme:- Sun. 10th August
Practice Race.....13.30 hrs
Commodore's Reception.....20.00 hrs
Mon. 11th August
1st Points Race.....13.30 hrs
Folk Evening.....20.00 hrs
Tue. 12th August
2nd Points Race.....13.30 hrs
Sports Evening.
Wed. 13th August
3rd Points Race.....13.30 hrs
River Trip.....18.30 hrs
Thur. 14th August
4th Points Race.....13.30 hrs
A.G.M. in RPCYC.....10.00 hrs
At Home at Mayflower SC....20.00 hrs
Fri. 15th August
5th Points Race.....11.30 hrs
Prizegiving, Buffet & Dance.20.00 hrs

Prizes:- The Challenge Trophies will be awarded to the winner of each points race as according to the programme. Prizes will be given to the winning daily helm and crew and for the first eight helms and crews on the overall placings of the Championship. (This will be subject to the number of boats entered). Special prizes will be awarded to the first lady crew and the first helm over 45 years in the overall results.

General
Information: Accommodation lists are available from the City Marketing Bureau, Civic Centre, Plymouth. (List Enclosed).

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Boats will be berthed at Elphinstone Park (100 yards from the RPCYC). As this park will be used for the berthing of boats in the Plymouth Week Regatta, competitors are strongly advised not to berth their boats before 18.00 hrs on Saturday, 9th August, 1980.

Trailers will be berthed in the Royal Citadel. Car registration numbers must be notified to the Championship Secretary on the Entry Form.

Route will be sign-posted through Plymouth from the Plympton By-pass.

Food and bar will be available in the Clubhouse before and after racing.

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SEAFLY DINGHY CLASS NATIONAL CHAMPIONSHIP AUGUST 10th to
15th, 1980

ENTRY FORM

Entries to be sent to: Championship Secretary,
Royal Plymouth Corinthian Yacht Club,
Madeira Road,
Plymouth, PL1 2NY, Devon.

Name of Helm Crew
(Christian & Surname)

Helm's Address Telephone No.

.....
..... Helm over 45 years YES/NO
.....

Club

Boat Name Sail Number.....

Hull Colour

Car Registration Number

ENTRY FEE £19.00 Cheque/P.O. made payable to Royal Plymouth
Corinthian Yacht Club

Signature Date

Number of tickets for the licenced steamer River Trip, 75p each
(Tickets to be paid for on arrival, see the Beachmaster)

WORTHING OPEN MEETING

By Alan Green

The last open meeting of 1979 at Worthing Y.C. on September 22/23 was one of the most successful in recent years, with many of the members who resolved at the AGM to support such events putting their good intentions into practice. Six boats travelled from Seasalter - not a bad effort by a fleet of only 7 boats! - 5 from Highcliffe and 2 from Blakeney, which added to 11 from the home fleet made up a total of 24 - only four less than the Nationals. This great response has encouraged Worthing Y.C., which has had a series of poor turnouts in recent years, to put on another Seafly Open next year.

The three races were sailed in a wide variety of conditions and Olympic-type courses were set with good windward legs. There were 16 entries for the first race on Saturday in a gusty force 4 off-shore wind and a committee boat start was used. One or two crews decided to stay ashore in the rather awkward conditions and 4 retired for various reasons. Current national champion Colin May from Highcliffe crewed by Nigel Burt in his new foam sandwich glassfibre boat 'Also Amazing' (C622) led at the end of every lap and eventually finished nearly 2 minutes ahead of Fred and Alison Williams of Seasalter in 'Will Power' (C506) after a 2 hour race. Third was last year's national champion Roger Cooper from Worthing in 'Rastus' (C96) borrowed from Ray Howard who crewed for him. Fourth were Adrian Summers and Nick Flower of Highcliffe in 'Cherokee' (C459) and fifth David Stewart and Brian Gill of Worthing in 'Pink Ticket' (C119).

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Westerly winds on Sunday permitted shore-based starts from the clubhouse, and the fleet was joined by another 8 entrants who were unable to sail on Saturday. In the morning the wind was very light and rather variable, force 1 - 2, and it paid to keep out to sea on the beats to take advantage of the tide. At the end of the first lap Adrian Summers led from Colin May and David Black sailing 'Manuel' (C451) crewed by Bill Rabbetts from Highcliffe, but first to finish were John Slater and John Hartley, also from Highcliffe, in 'Sue' (C624), a new Flower boat. Second was David Black, third Adrian Summers, fourth Colin May and fifth Peter and Steve Scovell of Worthing in 'Mantis' (C492).

Fortified by food and drink from Worthing's busy galley and bar, all competitors went afloat for the final race in the afternoon. By this time the wind had settled nicely into a steady force 3 - 4 from the south-west, setting up a short chop which caught out one or two crews and put them in the drink; in all 6 retired. After the first lap the Highcliffe trio of Colin May, David Black and Adrian Summers were in the lead and they held their positions throughout the race. Jim Furlong and Bob Risbridger from Seasalter in 'Mischief Maker' (C620) were fourth, and Brian and John Howe, also from Seasalter, in 'Whow' (C507) were fifth.

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Overall results:-

1st C. May & N. Burt, C622 'Also Amazing', Highcliffe S.C.
2nd D. Black & W. Rabbetts, C541 'Manuel', Highcliffe S.C.
3rd A. Summers & N. Flower, C459 'Cherokee', Highcliffe S.C.
4th F. & A. Williams, C506 'Will Power', Seasalter S.C.
5th R. Cooper & R. Howard, C96 'Rastus', Worthing Y.C.
6th B. & J. Howe, C507 'Whow', Seasalter S.C.
First Lady - Alison Williams.

BRUCE BANKS TWO-OF-A-KIND

By David Black

This invitation race was held under the burgee of Lymington Town Sailing Club On September 29/30. Two boats from each class were invited through class associations the Seafllys represented by Colin May and David Black (Colin being substituted for Adrian Summers due to pressure of work!).

As well as overall result the boats were split into three classes:-

- 1) Two-man dinghies, with trapeze or sliding seat.
- 2) Two-man dinghies, without trapeze or sliding seat.
- 3) Single handed dinghies.

The practice race on Saturday was sailed in a very gusty force four. After sailing for half a hour to the start and almost being late we got off to a good start . In the strong breeze the trapeze boats powered

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away leaving the rest of us to do it the hard way - sitting out. All the trapeze boats took the top places:-

1st	Contender
2nd	Fireball
3rd	505

The Seafly finished in the wrong half, but third in Class 2. On the Sunday the first race was again an "all in" handicap. At the start the wind was very light. Yours truly got a very good start (even squeezing a Moth out - what joy!) and went the right way up the enormous beat. During the very long race the wind came up and everyone found their own level. Adrian Summers recovered well from a poor start going very well especially downwind. Both Seaflys were midway overall but a pleasing third and fifth in Class 2.

The second race was a pursuit race. Unfortunately my crew for the event John McPherson, fell twisting his back and we were unable to go out leaving Adrian Summers and Alistair McPherson to fly the flag.

Adrian got off to a good start chasing the slower boats who started before him and trying not to be caught by the faster boats starting later.

The Moths starting early (due to their ridiculous handicap) were not challenged. Also well up were the two Merlin Rockets, two Lasers and 420 and then Adrian coming 8th and 3rd in Class 2.

Although the Seaflys did not come in the top ten

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they not only enjoyed the event but came away with some engraved glasses for coming third in Class 2 in all three races - thank you Bruce!

It goes without saying the overall results were:-

- 1) Moth
- 2) Moth
- 3) Merlin Rocket

These events, as well as being fun, could be used to make handicap racing more even, especially starting by reducing the Moth handicap (they came 1st and 2nd at the Nathan Silver Salver - another invitation race I went to in 1978!).

Is fair handicap racing just an impossible dream?

Editors Note:

David also says that Adrian Summers who sailed Colin May's new foam sandwich boat at the event was very impressed mainly because it was so light. He felt it picking up on the reaches especially. He was also impressed with its "very fast" downwind performance.

Both entries were sponsored by the association.

OPEN MEETINGS 1980

May 17-18	Highcliffe S.C.
July 12-13	Worthing Y.C.
August 10-15	National Championships Royal Plymouth Corinthian Y.C.
August 30-31	Blakeney S.C.
September 14-15	Seasalter S.C.

NATIONAL DINGHY EXHIBITION

March 22-23	Picketts Lock, Edmonton, London
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The association has booked a stand at the National Dinghy Exhibition at Picketts Lock, Edmonton, London, on March 22-23 (Saturday and Sunday).

John Slater (Highcliffe S.C.) has kindly agreed to loan his new wood boat for the show, but we need a volunteer to tow it down to London to arrive on the Friday evening. Offers please to Vic Birtles as soon as possible.

Colin May will also be exhibiting one of his new boats.

After last year's poor showing it is essential we have two good boats on the stand. I will be there to set up the boats and display on the Friday evening and stay throughout the weekend, but I

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would be grateful for any other volunteers to bang the drum!

V. BIRTLES

N.B. Will committee members please note there will be a meeting on the stand at 4.00 p.m. on the Saturday.

SEAFLY

ADVERTISING

The association took a five inch single column display ad in the November 9 edition of YACHTS AND YACHTING which will be repeated in the special dinghy review edition on December 7.

Sailmakers McNamara, Mountifield and Seahorse have promised to make a donation towards the cost of the advertising for mentioning them in the copy as have the two builders, Colin May and Dick Flower.

The cost per single insertion is £33 less 15 per cent class association discount, With the promised contributions we should be able to afford at least three insertions.

The copy gave details of the boat's specifications, the builders and class association and plugged the fact that we shall be exhibiting at the National Dinghy Exhibition. The introductory copy with a picture reads as follows: "Sail Seafly.....the fast, exciting, non-trapeze spinnaker thoroughbred. It's big and powerful but light and exceptionally stable - a versatile high performance boat for all seasons. Try it - you'll be converted".

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LETTER SPOT

Committee member Jimmy Wren (South Cerney) writes to say he was interested in Tony Fielden's (Rutland Water) suggestion about boosting class membership.

"A prospective area is husband and wives who crew boats like Enterprises. The wives are even less keen on swimming than the husbands. I've been working on a couple who berth their boat near mine and with a bit of luck we will have a convert. The husband crewed for me on one occasion and was suitably impressed (with the boat) as we finished first. Unfortunately the result did not stand as we were disqualified twice.

Another convert is Ivan James from Seasalter although Brian Howe deserves the credit for him. The problem about selling my boat is who to sell it to, inside or outside **my** club. Do I boost the club fleet and risk being hammered by my old boat every week.

A possible addition to your funnies:-

Just before the start of the 5th race of the nationals, I realised all the other boats were positioned rather badly for the start line. About five seconds later I realised we were approaching it from the wrong side!! When recounting this tale in the dressing room at Cerney the following week it got a good laugh. About thirty minutes later I got an even bigger laugh when I did it again! That's the first time in four years that the start has been towards the shallows at the club entrance. Some of the coarser club members put it down to the seventeen year old girl crewing for me, but it wasn't really her fault".

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Commenting on the present rules revision: and clarifications being undertaken by Peter Gray, Jimmy says: The drawing for the rudder and centreboard would give some people problems. On one boat I saw the rudder had been sawn off straight across 24 inches below the transom. By reducing the 5" radius to $4\frac{1}{2}$ " the minimum flat on the end of a rudder must be $12\frac{1}{2} - (2 \times 4\frac{1}{2}) = 3\frac{1}{2}$ inches. On the centreboard drawings two dimensions had been put in series, both of which had a $+\frac{1}{2}$ " limit".

STARCROSS

BATTLE

Top helm John Maltby reports a battle going on at the club over whether or not the Seaflly club handicap should be reduced.

Apparently the Seaflys have now become so competitive they are beating the growing Lark fleet. John says he and other helms had to up-date their boats considerably to stay competitive with the arrival of Dick Flower's old Graded Grains boat sailed by Colin Tucker.

The boat was pointing up to 15 degrees higher than most Seaflys, which John believes was due to the full powerful jib close sheeted into the centre of the boat. Many helms replaced their old rather flat Lucas sails with fuller cut McNamaras and stiffened their rigs. The tuning certainly paid

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off. John Maltby took over as top Seafly helm closely followed by John Lloyd and Colin Tucker (thanks to Graded Grains).

This summer the Starcross fleet was so hot that Seaflys took third, fourth and fifth places in the annual River Ex handicap race which attracts around 100 boats. That was their best ever performance in the very competitive event.

BOATS FOR SALE

- NO. 622 Colin May's new 1979 champion GRP foam sandwich boat Amazin, Complete £1,400. Tel. Christchurch (0202) 482098
- NO. 13 Basic wooden boat. Ideal for pottering or D.I.Y. Conversion job. £250.
H. J. Wendover. Tel. Hele, Near Exeter 493
- NO. 473 GRP. Spinnaker, bailers. Boom up cover. Very well maintained. £695 (offers)
Tony Clifton. Maidenhead (0628) 39789
- NO. 289 GRP. Harry Leigh's boat. A real bargain at £270. Tel. Worthing (0903) 62667.
- NO. 461 (Yachts & Yachting Mid-November issue)
GRP Spinnaker, bailers, cover, road trailer. v.g.c. £745. Botley, Southampton (04892) 81148.
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New class recruit Ivan James (Seasalter) has bought NO. 401, Laurie Lanham's old boat and Laurie has bought NO. 408, previously owned by John Maltby.

N.B. Please note new owners must notify class secretary of change of ownership to re-register their boat. A new certificate will be issued on payment of £1. Class membership is £2 annually.

BUILDING NEWS

Colin May is offering a special winter discount on his GRP range of boats, including the championship foam sandwich version, and discount on fittings, if ordered before December 31. Examples. Complete GRP hull and deck ready for fitting out £575. Complete GRP foam sandwich hull and deck £650. Complete suit of sails (Musto & Hyde, McNamara, Blue Peter and Alpha) £190.

Details on application to C. M. Marine, 36 Fairfield, Christchurch, Dorset. Tel. Christchurch (0202) 482098.

Wood boat inquiries to:-

Dorset Dinghies,
Net Close,
Highcliffe,
Christchurch, Dorset
Works Tel. Ferndown (0202) 891854
After hours: 04252 77408

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