

THE SEAFLY DINGHY CLASS ASSOCIATION

N E W S L E T T E R

January Issue 1981

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E D I T O R I A L

As this is the first Newsletter of 1981, may I begin by wishing you all a very happy and prosperous New Year.

For those of you who rely on your Newsletter to keep up to date, I will begin 'my' first Newsletter, as your new editor, by reminding you of my predecessor Vic Birtle, who resigned this post at the last A.G.M. Vic must be thanked, for not only arranging and editing the Newsletter, but also for introducing his own particular, or should that be twisted brand of humour and witty comments.

On behalf of the Seafly Class, I would like to extend our appreciation for his efforts in this, and in various other undertakings, in the furtherance of the class.

Contained elsewhere in this issue is a list of your new committee, and I have included their addresses, in order that you may contact them to attend to your every need. Get busy, write or phone, give them lots of work to get on with, 'cos next year it might be your turn !

The class remains stable at present, despite the pressures of doom and gloom from the big ugly world of recession

Inflation is something that only effects tyres, isn't it ?

We have other more important issues to consider during the long winter months. Laying up, maintenance, open meetings, nationals, long hot summer days, sunlight glinting through the spinnaker its a shame Ive got to mend the hole in the old one there I go, thinking like a tyre again !

This is the time of year for speculation, and I'm not talking money, this time. Thoughts of the forthcoming season, bring speculation, but its participation and involvement, that is rewarded with enlightened satisfaction. In short, Your Class Needs You, involved. Help the class to remain alive and active in these troubled times. This is a family class, so lets work together in the furtherance of the Seafly Class.

I, as your editor, would be interested in any articles for inclusion in the Newsletter, be they, technical, humourous, serious, even controversial, use this, our national grapevine, to stimulate our common interest. Why else do we choose to spend our weekends with that lovable character The SEAFLY.

Bob Risbridger

Editor

Chairman's Report

BUILDING RIGHTS

By Vic Birtles
S.D.C.A. Chairman

At the AGM in Plymouth a resolution was unanimously passed instructing me to approach Arthur Edmonds of Zygal Boats requesting him to licence further wood builders.

Arthur indicated that he was prepared to licence as many builders as the class wished and then surprisingly out of the blue offered to sell the building rights to the class association for £300 plus VAT (a total of approximately £350). He later confirmed this offer in writing.

I reported this to the committee at a meeting at the South Cerney Open in October and it was unanimously agreed that we should buy the rights.

Colin May did however point out that in his agreement with Arthur it specifically stated that he would be given first option if the rights were offered for sale.

At the South Cerney meeting I reported that Moore's of Wroxham were interested in building Seaflyes, but only in GRP and not wood.

They were prepared to invest several thousand pounds in the project building new moulds and promoting the Seafly provided they could be given a guarantee that no further GRP builders were appointed for a period of two years. This would not however exclude Colin from continuing to build in GRP.

Colin said he was not prepared to allow another GRP builder to be appointed although he had no objection to wood builders being licensed.

Following the South Cerney committee meeting I informed Arthur that we were prepared to buy the rights for the figure stated and also reported Colin's statement that according to the existing agreement he had first option to buy the rights.

Arthur said the offer to the class still stood and asked me to leave the matter with him to "sort out".

continued:-

A few weeks later I contacted Arthur again and he confirmed that the agreement did state that Colin had first option to buy the rights and that Colin had since offered to meet Arthur's new price of £500 plus VAT. Arthur added that if deal did not go through by Christmas he would stand by his earlier offer to sell the rights to the class for £350.

Asked if it was a question of the class paying more to secure the rights Arthur said no. He did not want to get involved in any legal arguments over the agreement.

Shortly before Christmas I contacted Arthur yet again and he said that Colin had since made a payment and the sale was now going through.

I am bitterly disappointed that Arthur withdrew his original and totally unsolicited offer to the class after we had agreed to meet his price.

I firmly believe that if the class is to develop it is essential that there should be competition among builders, both wood and GRP. The Moore's offer was a golden opportunity for the class to be promoted by a large and experienced professional builder. I am also convinced that such competition would have stimulated the sale of Seaflyes all round.

I sincerely hope that Colin will reconsider his decision not to allow another licensed GRP builder. My involvement in these negotiations has always been to secure the rights for the class in order that the seafly can be made available and appreciated by a wider public. If the class is to expand a monopoly of any kind will prevent this happening.

Open Meeting Report 1980

Seasalter S - C

The weekend proved to be yet another of Seasalters famous blasters, with overcast skies, choppy seas and gusting winds, which threatened to reach double figures on the Beaufort Scale. These conditions caused a mixed reaction from both locals and visitors alike. Some took comfort in tapping the Barometer glass, whilst others felt that glasses were for drinking out of, and stated, "only barrels should be tapped".

The weekend also saw an interesting array of visiting helm and crews. The situation was further enhanced, when it was discovered that an excess of expertise was available for the number of boats that had actually been brought along. This surplus of sailing knowledge was shoe - horned into such sailing combinations as, Dave Black ably crewed by that incredible hulk Colin May - whilst, Alistair Mc Pherson found an able slightly pocket sized crew Erik Arthur.

Finally with much ado on the beach and further delay in the starting time, a decision was taken to race, and wind as if by magic, ably dropping to force 5 - 6.

Race 1. Wind force 5 - 6, gusting 7

Dave Black lead to the first mark, having fought hard up the first beat, Jim Furlong followed next hotly by Erik Arthur, (who for this race was helming Alistair Mc Pherson boat). During the next reach, J. Furlong was passed by Erik Arthur, who had sensibly left his spinnaker in the shute. Meanwhile, Dave Black had started to consolidate his lead. This order remained throughout the first triangle of the olympic type course. During the next lap, in the middle fleet, Brian Howe (local cadet sailing instructor at Seasalter Club) decided to give a demonstration of capsizing drill (whilst underspinnaker) on the downwind leg (we thought he was racing at the time, Ed). However, it was felt in the marks, or should that be remarks of the judges on the beach, that his technique was sloppy when re - righting, (better luck next time Brian Ed.) Back to the race Dave Black continued to draw away and build up a good lead throughout the race. The dual for second place though was hotting up on the last lap with Erik Arthur mistaking the wrong mark during his battle to beat J. Furlong into the finish line.

Erik Arthur crossed the line first but was later disqualified.

Result:-

1st	Dave Black	(451)
2nd	Jim Furlong	(620)
3rd	Peter Scovell	(495)

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continued:-

Race 2 (Sun) Overcast skies, wind 5 - 6, gusting 7/8

The first beat became a heavy weather sailors delight with gusts rattling through the rigging and waves pounding against the bows. Once again Dave Black triumphed in the battle to the 1st mark with Jim Furlong and Allistair Mc Pherson's boat in close contact. The fleet soon spread out around the first lap with Dave Black leading the field. The real dual however, was between J. Furlong and Allistair Mc Pherson's boats, both contesting 2nd place, whilst Dave Black increased his lead. Throughout the race, Allistair and Jim's boat were locked in see - saw" battle for supremacy.

Meanwhile in the middle of the race, yet another Seasalter sailor Fred Williams joined in the demonstrations, for the watching crowds, his daughter Allison, ejected herself over the side, minus the toe straps, and was dragged swiftly (by the scruff of neck) with one hand unceremoniously back into the Seafly whilst maintaining a full planing position. Congratulations Fred. (5.9 marks for artist impression). The race continues, up front with Dave Black in grand style, and second place still fought out between Allistair and Jim Furlong. Dave crossing the line first watches as Allistair pulls off a last ditch flyer to 'pip' Jim on the line by inches or should that be centimetres.

Results:-

1st	Dave Black	C451
2nd	Allistair Mc Pherson	C69
3rd	Jim Furlong	C620

Dave Black was now assured of 1st place for the meeting and did not compete in the last race (what a gentleman Ed.)

Race 3 Choppy Sea, wind 5 gusting 6

Right from the start, Allistair Mc Pherson and his crew got the bit between their teeth, and left Jim Furlong on the start line, surrounded by the rest of the fleet. Allistair rounded the first mark ahead, followed by wait for it ! VICTOR BIRTLES second (just out for a jolly" he said).

Throughout the first and second laps, places were being won back, from the fleet by Peter Scovell and Jim Furlong, both boats having made a bad start. Meanwhile, Allistair Mc Pherson, way out in front, maintains his commanding lead over the fleet. The last lap now, and even the mighty Vic Birtles is overtaken by Jim and Pete as they set their sights on a disappearing Allistair, round the last mark.

continued:-

Just at this moment in the race Fred Williams (remembered by his crew retrieving) tries his hand at capsizing this time and does it rather well, and is applauded by the watching crowds (well done again Fred - practice makes perfect Ed.)

Results:-

1st	Allistair Mc Pherson	C451
2nd	Jim Furlong	C620
3rd	Pete Scovell	C492

The weekend was a most enjoyable event and well supported by home boats and visitors alike. Many thanks to all of these that took part, see you again in 1981.

Final overall placings for meeting

1st	Dave Black - Colin May	C451
2nd	Allistair Mc Pherson - Erik Arthur	C 69
3rd	Jim Furlong - Bob Risbridger	C620
4th	Pete Scovell - David Scovell	C492

Reporter Bob Risbridger

Seafly Open Day South Cerney

What a magnificent turnout by the Seafly Class for the Fireball and Seafly Open Meeting held on the 12th October. Only nine Fireballs entered the event compared with twenty three Seaflys, twelve of which were visitors from six different clubs and eleven home fleet.

The sun shone for the whole day, which in itself was a rare event for this sailing season, the wind, unfortunately, died gradually until by the final lap of the third race it had died completely.

A number of leading Seafly sailors were present including David Black and Mathew Gray, unfortunately Morris Arthur had a last minute business commitment which prevented him attending

1st Race

Seaflys started five minutes behind the fireballs in a pleasant force three wind. The "maze" course was confusing even for the home fleet, however, they got away for the first all attempting to make a starboard end start. First to the windward mark was Mathew and Peter Gray in numbers 523 followed closely by David Black with Bill Rabbits in 451, Alan Green And Ray Ditch in 376, Peter Scovell and Nichola Rossell in 492 and Jim Wren and Ann Churchill in 363. By the end of lap two and after many changes the first three round the windward mark were 451, 523, 339.

continued:-

David Black in 451 drew well away from 523 with a similar distance between 523, 339, and the main group of boats. After five laps 339, passed 523 and the first race results were:-

1st 451
2nd 339
3rd 523

After lunch the second race started on a course set to use more club water, the wind had by then dropped to a 1 - 2 strength. First to the windward mark was 339 followed by 451, 69, 523 and 369. Four laps of the course saw 523 close up onto 451 and with a shortened course pip 451 on the line and gain second place, much to the displeasure of D.B. The second race results were :-

1st 339
2nd 523
3rd 451

The third race would decide the overall meeting winner with 339 having $2\frac{3}{4}$ points, 451 having $3\frac{3}{4}$ points and 523 with 5 points, any of these three could have won. At the windward mark 523 led Jim Fricker and P. Cookson in 222 with 339 and 451 following. On lap two 523 sailed into a calm spot and was passed downwind by 339 who went on to win.

The final overall results were :-

1st 339 D & E Tarrant S.C.S.C. with $1\frac{1}{2}$ points
2nd 451 D Black & B Rabbits Highcliffe with $3\frac{3}{4}$ points
3rd 523 M & P Gray Chew Valley S.C. with 4 points

I would like to take this opportunity to thank all the class members, home fleet visitors and supporters for turning out, especially all those who travelled long distances to attend our meeting, Mike Robinson for applying the thumb screws (via the telephone) to other committee members and Colin May for decorating the bankside with his presence and verbal encouragement, at least I believe that's what it was.

I hope I can persuade one or two South Cerney members to travel to open meetings next year and hopefully that I will be available with our house moving saga over.

Kind regards to all friends old and new

D. Tarrant.

HELP ... URGENTLY REQUIRED !

The London Dinghy Exhibition,
Pickets Lock,
Edmonton,
LONDON N.9.

MARCH 21 - 22nd 1981

This annual event is one of the few chances we get to show off the SEAFLY. Here is your chance to take part, in your class. The Seafly class will be there, with its own stand, exhibiting (we hope) fine examples of both wood and G.R.P. boats. The stand will need to be manned by class members, over the weekend. We are not looking for experts, just Seafly sailors, who, whilst perhaps visiting the show anyway, could say, an hour spend, just chatting to interested visitors, to the stand. Tell them what its like to sail in a SEAFLY. We are not expecting you to work for hours or, to do it on your own, other class members will be at hand.

Whilst your on the stand, you will also meet members of the class, visiting from all over the country, popping along just to say..... HI ! and catch up with all the latest news from your club or sailing area. So, why not visit the show, then visit the stand and spend an enjoyable hour, just talking boats, because thats what everyone there has come for ! If you cant resist boats and talking about boats, to people interested in boats need I go on Please contact the organiser, for any further details, or simply volunteer your services, stating which day you will be coming to the show, and approx. time you intend to while away, on the stand.

Pickets Lock Organiser :-

Robert Risbridger,
88 High Street,
Milton Regis,
SITTINGBOURNE,
Kent.
MELO 2AN

Tel :- 0795 - 77032

1981 SEAFLY NATIONALS

to be held at Worthing Yacht Club

Alan Green, sailing secretary of Worthing Yacht Club, has confirmed the date of the 1981 Seafly Nationals at Worthing for the week beginning Sunday August 16th to Friday, August 21st. The practice race will be at 1400 hours on August 16th and the championship races will probably be started at about half tide varying from 1100 hours on the Monday to 1330 hours on the Friday. "Launching will then be from the sand and not into the breakers", says Alan assuringly.

Since the date was fixed the Worthing club have been approached by the Cherub class who wish to share the championship week with the Seaflys.

Abviously for financial reasons the Worthing Club are keen to accommodate the Cherubs and your Seafly officials felt they could not raise any objection in view of the cost of staging championships. The Cherubs do not expect a turn out of more than 30 boats - possibly only 25 - so the host club are confident they can cope without difficulty both on and off the water.

* * * * *

SPECIAL ANNOUNCEMENT

Colin May has decided to make an honest women of his lovely lady 'Trica', on January 17th 1981.

Congratulations to both of you from all of us.

P.S. Colin requested that Wedding gifts, should be in the form of visitors to the Highcliffe Seafly Open Meeting after sufficient pressure had been brought to bear on the club Sailing Sec. to hold it. Ed.

* * * * *

Overheard in the Dinghy Park.....

Helm to crew, "I'm not saying your reactions are slow, but I'm thinking of sending you a warning by postcard, next time we tack"

* * * * *

"The sailing standard is so low at this club, ther're thinking of starting a credit and debit account for 720 degree turns"

Diary Dates for 1981

Pickets Lock Dinghy Exhibition	March 21st/22nd
Blakeney Open Meeting	June 20th/21st
Starcross Open Meeting	July 25th/26th
National Championship Worthing Sailing Club	Aug 16th/21st
Seasalter Open Meeting	Sept 19th/20th
South Cerney Open Meeting	Oct 11th
N.B. Highcliffe Open Meeting to be advised ?	

I would like to point out that at present Highcliffe Sailing Club are reluctant to give an open meeting for the Seafly Class due to the poor turn-out of visitors last time. Hopefully the club might be persuaded to change its mind if enough helms indicated they would support a meeting. If you are prepared to travel please contact the Sailing Secretary at Highcliffe Yacht Club, Bournemouth, Hampshire as soon as possible. Jim Fricker and his Starcross colleagues are most anxious that this meeting should not be lost to the class. Unfortunately, this is becoming a nightmare for so many fleet captains at various clubs where Seaflys are sailed. The need to twist the arm of a Rear Commodore, or Sailing Secretary, in order to get a venue each year with a vague promise of visitors.

Please take warning, now, if support for meetings is not forthcoming this year at Highcliffe and any other club, good enough to put on a meeting, we may lose these venues for many years to come. Be warned.

SUPPORT THE OPEN MEETINGS - SUPPORT YOUR SEAFLY CLASS. Ed.

* * * * *

Overheard in the Dinghy Park ...

"There's nothing wrong with that wooden mast, that a good tree surgeon couldn't put right"

* * * * *

"Do I need a pilots licence for a planning Seafly"
Reply:- "No, not if it has a chute fitted for crash landings"

BOATS FOR SALE

No. 108 S. DEVON WOOD BOAT.

Brand new wood boom, transom main, Holt Allen metal mast, good Lucas jib and mainsail (also old spares). Overall sound condition/smart appearance. Launching trolley.

PRICE:- £430 o.n.o.

Road trailer also available.

Derek Langley, Tele:- Swindon (0793) 41971

No. 523 Zygol G.R.P.

Fast boat 3rd, 2nd, and 2nd in last three Nationals .

Centre main, chute, bailers, shroud levers, main jib and spinnaker. Needlespar mast and boom. Barber hauler, clew outhaul, kicking strap and cunningham eye all easily controlled when leaning out.

Excellent condition.

PRICE:- £1000

Peter Gray, Tele Bristol:- (0272) 39631

No. 418 S. DEVON BOAT BUILDERS G.R.P.

Black Hull with red decks. Centre main, chute. New Proctor Beta Mast and Boom. New Banks sails, complete overhaul and refit August 1980 by Colin May. Spare set of Lucas sails. Two spinnakers. Past Nationals winner. A quality boat in excellent condition. Complete with cover and trolley.

PRICE:- £850

Bryan Watts :- 98 Hatherleigh Road, Exeter

Tele:- Exeter (092) 72339

* * * * *

SEAFLY WANTED !

Ken Johnson of 10 Lansdown Road, Canterbury is anxious to buy a good G.R.P. Seafly under £1000. An ex - Mirror helm, he plans to race at Seasalter where he was converted to the boat after a crewing session. If you know a suitable boat please contact Ken at the above address or phone:-
Canterbury (0227) 64688.

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