

THE SEAFLY DINGHY CLASS ASSOCIATION

N E W S L E T T E R

April Issue 1981

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Tel:- 066640 - 394

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Wood Lane
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GLOS.
Tel:- 045383 - 2901

FOR THE FORGETFUL ONES AMONGST YOU ANNUAL SUBSCRIPTIONS FOR
1981 WERE DUE ON JANUARY 1st.

ANNUAL SUBSCRIPTION FORM ON BACK PAGE OF THIS ISSUE

1981 NATIONALS SUPPLIMENT !!

BEAFLY COMMITTEE MEMBERS 1981

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Treasurer:-

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Jim Wren, 4 Pembroke Green, Lea, Malmesbury, WILTS.

EDITORIAL

This bumper issue of the Newsletter contains most of the information for the forthcoming Nationals, and I hope to see many of you there at Worthing later this year.

I will take this opportunity to remind you all, that articles regarding events or items of Seafly news in the coming season would be most welcome, and it will help to keep fleets informed of any developments or gossip going on in your local area. Don't be shy, just a few lines will do.

I will further remind you of the list of committee members, in this issue, who will be pleased to help in any matters regarding the Seafly or the promotion of the class as a whole. Best of luck to you all in the coming season, and keep these fleets together.

Bob,
Editor

OPEN MEETINGS 1981

Blakeney Open Meeting	June 20th/21st
Highcliffe 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

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

May I at this stage draw your attention to the open meetings scene for 1981. Again we are faced with the threats from various sailing committees of not staging an open meeting for Seaflys due to poor support in the past. Two meetings have been salvaged this year by strong representations from your secretary who looks like having to appear at Highcliffe and Blakeney on the same day if he is to save his face.

Seriously however this situation of two meetings on the same day was unavoidable as one of these meetings was to have been axed.

I therefore appeal to you all to make every effort to support those open meetings we still have. Let's have a turnout at each, similar to that at South Cerney last October, when 24 boats were at the start line.

Mike,
Sec.

BUILDING RIGHTS

by Colin May

I was somewhat surprised to read in the last Newsletter an article by the Chairman regarding the building rights and was hurt that I was not able to reply in the same issue.

The facts are, as the Chairman stated that I had to draw the attention of Zygal Boats to my agreement with them, namely that I had first option. You will readily appreciate that at a time when Zygal Boats gave notice of ceasing to build, no large manufacturer was interested. I was prepared to invest a large amount of money to purchase the mould and will state that there was no suggestion of financial interest from any member of the Class during this period. Even today there is still little interest of financial participation by any member.

When this option was exercised it was done to protect my investment which to say the least has not been an outstanding success. Notwithstanding I see no reason to apologise in exercising my option.

As stated, your Chairman approached Moors of Wroxham, so have I, and they state that in this financial climate they are not prepared to invest large amounts of money in a new boat and I have to hand a letter which states that they are only interested in composite production of the Seafly from the existing moulds in my ownership.

To date I am actively negotiating with Moors in order that our mutual interests are covered to the ultimate benefit of the class.

I hope the above helps to clarify my position to anybody who has had doubts about my intentions for the Seafly.

In the future all private and trade builders will apply to me for sail numbers and plans enclosing the appropriate fee.

Colin May, 55a Bargates, Christchurch, Dorset, BH23 1QE
Tel:- 0202 - 476145

Footnote:-

Just a reminder that plans (plus royalties) for wooden home construction are still available for the D.I.Y's amongst you, and Colin is always looking for extra business, if approached by a conscientious wooden builder in your area.

Bob
Editor

LESSONS FROM A CAPSIZE

by

John McPherson

During the Nationals week last year we had the misfortune to be involved in a collision which resulted in an extremely rapid total inversion. You may say this is not a noteworthy event but, from the discussions afterwards, it seems that some other owners may not appreciate two lessons that we learned at the time. The first arose from the fact that our centreboard was not locked down resulting in the board disappearing into the casing as the boat became more nearly inverted. Realising this (and feeling that the side tank would fall on my head). I ducked inside and the boat fell on top of me leaving me bobbing in the air space forward of the thwart. From here I was able to lock the board into the down (or should I say up?) position and then take stock of the situation. Allistair was clawing his way onto the hull and all I could see as I considered getting out was flailing legs just where I wanted to be. I don't know, even now, whose they were because, when I did get out, both Allistair and Bob Risbridger were on the hull and trying to right the boat. While still inside the hull I shouted to Allistair and he could hear me so communication is possible. Afterwards I was asked if I was worried when trapped under the hull in the dark. This surprised me because it isn't dark at all. Presumably light reflected from the sails was the reason but there is certainly no problem about seeing what you are doing. I was able to tidy the spinnaker out of way before ducking under the side tank and immersing into the open.

The second point only became evident after the efforts of Allistair and Bob finally brought the boat up, oh so slowly. As we tumbled in and made sure both sails were full we realised what should have been obvious earlier. The main sheet had been in the jammer when we capsized and remained there causing the mainsail to act as a huge sea anchor and making it very difficult to right the boat. Moral - if you are in the habit of sailing with the main in the jammer and you capsize get undernaeth and free the sheet before attempting to right the boat.

Thanks for your efforts Bob, and Jimmy Furlong who hauled me out of the water as soon as I immersed.

LONDON DINGHY EXHIBITION REPORT

The annual pilgrimage to Picketts Lock Sports Centre took place on a wet and very windy weekend in March. The centre is located near Edmonton, (North London) and noted mainly for its efforts to provide weather corresponding to a full gale off Cape Horn, annually to coincide with the weekend of the show.

Fortunately the roof didn't blow off, or even leak during the weekend, which was just as well because over 180 dinghy, catamaran and sailboard classes had assembled for the devoted visitors. Stands and exhibits bristled with National Champions and their boats; visitors (dressed suitable in wet suits, yellow wellies, sowester hats, made from a copy of yacht and yachting) squelched, busily around the show, stopping at various vantage points to take compass readings before making their way from one hall to the next.

A D.I.Y section was also available, for the home constructor and was also a useful source of supply for nails, screws, glue, wood etc. for other exhibitors whose stands were demolished by the enthusiastic crowd, clamoring for a closer look at a new style of main sheet Jammer or spinnaker poles.

Lectures, Film shows, and demonstrators were also to hand, helpfully pointing out all the mistakes which we take such delight in making each weekend.

Amongst all this hub bub of sailing devotee was to be found the Seafly Class assoc. stand, sporting not 1 but 2 boats, both decked out in full racing compliment. The first, a wooden boat C621 (Sucoix) owned and kindly loaned by John Slater, provided a fine example of timber construction. The second, C622 (Also Amazing) now owned by Ian Manfield and also kindly loaned for the show was construction of G.R.P. in the new style, C.M. Marine, design, built by Colin May, this boat too, provided lots to look at for the passing crowds. The show was a great success with the enthusiastic visitors, from all over the country. (2 rubber ducks and plastic chicken unfortunately had to be forcibly removed from the demonstration pool, when they were found to be over the start line during a lecture on starting technique).

Finally as the organiser of the Seafly exhibit I would like to thank the following:-

John Slater for the loan of his boat C621

Ian Manfield for the loan of his boat C622

Peter Gray, Alan Izzard, Tony Fielder, Wilf & Mike Robinson, and Jimmy Wren for their help in manning the stand over the weekend. John McPherson for towing C621 to and from the show and his son Allistair for his help on the stand, coupled with his newly acquired marketing technique developed during the weekend. Methods varied from giant catch nets to diverting the M1 through the middle of the Seafly Stand, (vocational salesman please note) - thanks for the idea's anyway.

continued:-

Colin May and his wife 'Trica for their help on the stand, and for towing C622 to and from Highcliffe (including the gallon of oil, his car "lost", en route).

Vic Birtles for his help and encouragement over the weekend, and his "Arial cabaret Act" (Whist fixing a suspended sign 50 feet above the exhibition stand) he flies through the air not a pretty site.

And Finally, to the Duty Electrician at the centre, who, after being confronted with "The Great Flying Vic, trapeze artist", verbal reaction, when fixing the afore mentioned sign,..... immediately went on strike for the rest of the weekend.

Thanks to anyone else I have forgotten.

Bob Risbridger.
Exhibition Organiser

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TRADE ADVERTISEMENTS

For 'Boom Up' covers makers, contact:-

W F GRAHAM
53 MANOR PARK CRESENT
EDGWARE
MIDDX

.

For makers of spars contact:-

HOLMES PAR LTD
STONE LANE
AXFORD
MARLBOROUGH
WILTS
SN8 2EY

Tel. No:- 0672 - 54186

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Hurry! Hurry!

SEAFLY

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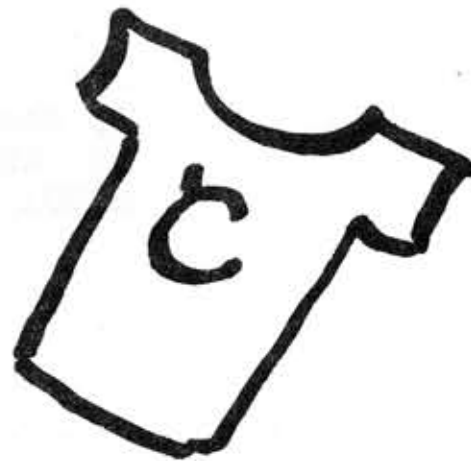
SHIRTS

Ties £2.00

FOR

IE
SALE!

T-shirts £2.75



NEW SLOGAN FOR 1981
'T' SHIRTS

APPLY TO THE SEC.

State size: Large, Med, Small.

FOR SALE

SEAFLY 68:-

Wood South Devon built. Wood boom, alloy mast (Holt Allen), bailers, three suits of sails and spinnaker, trolley and certificate. £450.
Ken Lee, 96 Bacton Road, North Walsham. Tel. North Walsham (Norfolk) 3950.

SEAFLY 473:-

Zygal G.R.P. Proctor Spars, Cover, Combi Road Trailer/Trolley, New Rudder blade and Centreboard 1980. All in V.G.C. £695.
Roger Smith, Northbourne 77510 (Home)
Poole 71212 Ext 3294 (Work)

SEAFLY 99:-

Good condition. Proctor spars. Three suits sails (Rockall & Lucas). Spinnaker/chute. Elvstroin bailers. Tramsen flaps. Cover trolley, a trailer. Certificate. £445.
Tel. Selsey 2205 (Home)
Harant 451111 Ex. 446 (Office)

McNamara Main and Jib
New for 1979 National Championships - 1st Position
Very good condition
Offers to Colin May (0202) 476145

Seafly flat cover (new)
Banks PVC
still at old price (£40.00 including V.A.T.)

GUESS WHOSE 21 NEXT YEAR?

I understand from our secretary's records, (when he last raised his head, for some air, from the piles of paperwork) that Seafly number 2 was registered in 1961 therefore, we deduce that 1982 is the 21st anniversary for the Seafly. Assuming this to be true, (any experts to disagree, please tell us were wrong) then, next year needs to be celebrated with a special event or open meeting - or both. Put your thinking caps on, and see what gems of ideas, come forth.

One suggestion, has been to return to the starting place of the Seafly. The River Exe, Starcross, Dawlish, Devon!

Your suggestions, with practical location would be welcomed by the sec.

PRESENT OWNERS LIST

OR, WHERE HAVE ALL THE SEAFRIES GONE?

In recent years a large number of Seafries have been "lost" from our records, this is due to several reasons, ... the boat is sold and not reregistered or "written off", the owner may have moved, and not notified the assoc. of his new address, or a change of owner who is not aware of the assoc. etc.. Where are they now?! After 20 years service! perhaps!

FIND OUR SEAFLY COMPETITION

Will all present members of the association, check at their clubs or local areas, (or stop a passing Seafly on the M4, or in the midst of the rolling waves), and ask if the association has the correct details of its present owner. Some of you, have belonged to the association for years, BUT, are your class records up to date. Fleet captains, especially, are asked to complete their local "count" of Seafries, and to pass the information, of owners, address, etc. back to the secretary. (Seafly Census form enclosed, to fleet representatives).

We want to compile a revised, up to date list, of all the Seafries in the country and it will be set to print in a new owners hand book.

There are several members of the assoc. at present who paid their subs at open meetings or the Nationals last year, but didn't fill in a membership form, another reason for the records to be incorrect.

continued:-

Please, Please help, to put these records straight: start with your own.

P.S. if you can convince the unknown Seafly owner to join the assoc., as well as getting the details from, them, even better!

Sectetary
Mike Robinson

Treasurer
Wilf Robinson

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THIS SPACE IS RESERVED
for the article you
meant to write.

Never mind, you can
still sent it for the
next issue.

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FOR THOSE OF YOU WHO THINK YOUR MEMBERS - IF YOU'VE PAID...TA!
READ THE NOTES ABOUT RENEWAL DATES ON THE TOP OF THE
MEMBERSHIP FORM OVERLEAF.
YOU MAY NOT BE UP TO DATE!

Please send your annual subs in now, its about time anyway, put a stamp on that envelope, thats been sitting on the sideboard since January, (l only posted mind by accident, l thought it was the football coupon). The Treasures has had to re - morgage his bird - bath, in order to pay for his annual world cruise, (sorry, Wilf, wasnt l supposed to mention that). The Treasurer, says he needs the money to pay for promoting the class at the exhibition, for advertising, the running costs of the assoc., like this newsletter, etc. Did l get it right, that time, Wilf ? Ed.

SEAFLY ANNUAL SUBSCRIPTIONS

Just a reminder to some of you that annual subscriptions are now over - due for renewal. The amount is only £4.00 for 12 months and it all helps to promote the class.

Membership becomes due Jan 1st each year, and must be renewed by March 31st of the following year.

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THE SEAFLY DINGHY CLASS ASSOCIATION

MEMBERSHIP FORM

Please return this form to the Class Treasurer :-

W Robinson
High Rising
Wood Lane
Nailsworth
GLOS.

.....

I enclose my membership subscription for 1981

Full membership £4.00 Associate membership £2.00

Name Boat No.

Address Boat Name

..... Club Name

Tel. No.

Cheques & P.O. should be made payable to :-

THE SEAFLY DINGHY ASSOCIATION