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SEAFLY
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CLASS
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Seafly in the '90s

NEWSLETTER

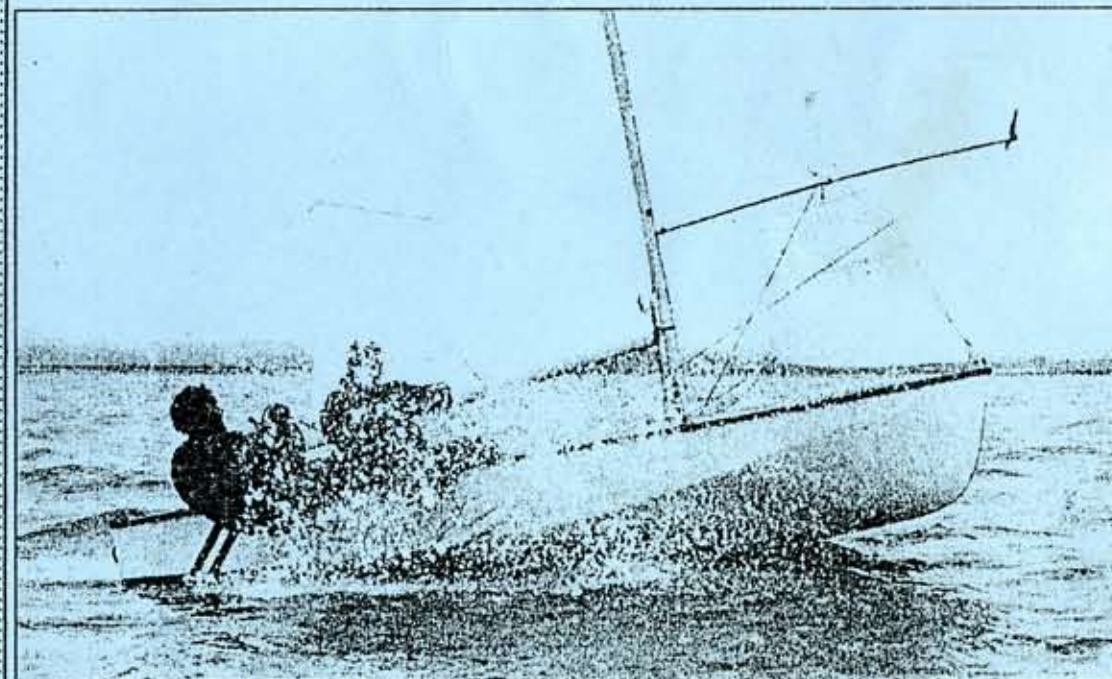


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CONTENTS OF NEWSLETTER

	<u>Page</u>
Editorial.....	3
 Committee Matters	
SDCA Committee members.....	2
Chairman's Corner.....	4
Secretary's Report.....	5/6
Nationals 'What Gear'.....	8
Forthcoming Events.....	6
'94 Seafly Nationals.....	9/10
 Event Reports	
Starcross Open Meeting.....	
Worthing Open Meeting.....	
 Technical Bits	
Plywood.....	7
Membership List (1994).....	15
Boat Mart.....	16

DISCLAIMER

The views expressed in this newsletter are those of the contributors and are not necessarily those of the Committee and in no way do these vary the Association or Class Rules.

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I think we are entering a new era in yacht racing and may be, to a certain extent, yachting in general.

The RYA are endeavouring to keep abreast of changes, like the RYA sponsored Dinghy Show, now at Alexandra Palace. Did you know that 40,000 go through the RYA Level 1 and 2 dinghy courses each year. In 1993 they organised the Year of Youth Sailing when 140,000 participated. They have come in for quite a lot of stick from the established classes by supposedly supporting the new up and coming classes at the last dinghy show. But that is not where you convert people to sailing or your class.

Only 3% of visitors to the Dinghy Show hadn't sailed before. No, the battle is in the clubs, their fleets, the starting line and sailing schools. The new classes appeal to the young and the new technology and design give good value for money.

Is the Seafly Dinghy Association prepared to do battle? Where are we going as an Association. Have we got enough enthusiasm, are we going to let just a few members drag the SDCA into the next century or are we ALL going to knuckle down and offer help, ideas and time. Well it is up to YOU!!!

Mike Robinson C470

NEWSLETTER PUBLISHING DATES

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Mini Copy	1st April 1995	1st May 1995
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Chairman's Corner

On behalf of us all, I would wish to recognise the contribution to the Association of our outgoing Chairman, Ian Mansfield. He has been a staunch supporter of our class, not only as a regular sailor at Open events and the Nationals but also as a long standing Committee Member. He has ensured that the Seafly Class events have been reported and has steered the Committee through a challenging period in our history. "Thank you Ian", I will attempt to maintain the impetus to the changes that you started.

Colin May has been a Committee Member and boatbuilder over the years and has instituted some key changes in our class e.g. the move to curved carlins and modifications to produce more cockpit space. He has worked with us over many years as well as being a regular Seafly sailor and National Champion. On behalf of the membership I would like to record my appreciation and I know that Colin will continue to have a strong interest in the future of the Seafly.

Congratulations to Rob and Jackie York on becoming 1994 National Champions. It is really encouraging to see a family team achieve the highest award. They dominated the racing over the week. For my own part I was pleased that their success did not

continue all week as it allowed one cup to go elsewhere !!!

The new Committee will be continuing the work started by the outgoing one, our major objective is to establish a reliable, cost effective and timely availability of new boats. Our aim is to have this established by the 1995 Dinghy Exhibition. Longer term, by 1996 it is our intention to have available and marketable an all GRP boat. We need to pool our resources if we are to achieve this goal - the future of our Class depends on it!

The numbers at Open Meetings and the Nationals has been falling over the past year. We cannot ask sailing clubs to host us on our present showing. Highcliffe has proposed that we team up with the Wayfarers over the Bank Holiday 27 - 29 May 1995 with two races over each of the three days. This potentially will make a more reasonably priced Nationals and will not take up our valuable holiday entitlements. What do you think?

Anybody with strong views, let me know. Highcliffe need to know reasonably soon so I look forward to hearing from you.

See you at the Inlands on 19th November.

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JULIAN HUGGINS

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Secretary's Report

1. 1994 ANNUAL GENERAL MEETING

The AGM was held at Seasalter SC during the National Championships and was attended by 19 members and supporters. Four members sent apologies.

The Chairman regretted that only 15 boats had entered the Nationals this year and welcomed newcomers from Christchurch SC. (As a result of the shortfall from the 20 boats guaranteed, the Association has had to pay £150 to Seasalter SC after the club very generously agreed to waive half our debt - Sec.)

The Secretary reported another quiet but steady year. The Dinghy Show stand, in a very good position, attracted moderate attention. Next Year the Show is moving to a much better venue at Alexandra Palace in North London where it was hoped that facilities will be much improved. Membership was a little down on last year. (It has since recovered to 84 full members and 5 associates, almost the same as last year.) The Secretary announced that he would not be organising the Dinghy Show stand and would be standing down at the 1995 AGM as Secretary.

The Treasurer reported a slight increase in the Excess of Income over Expenditure and a Balance in Hand at 31 July of £1736, mainly invested in a Lloyds Bank Treasurers' Account which pays interest with no charges.

The election of officers was by ballot following a motion put by a member that each committee member should be voted for separately, i.e. not en bloc. The new committee is:-

P Taylor	Chairman	Highcliffe SC
A Green	Secretary	Starcross YC
T Hoyle	Treasurer	Highcliffe SC
M Robinson	Newsletter Editor	Highcliffe SC
D Hughes	Member	Spinnaker SC
I Mansfield	Member	Highcliffe SC
M Hartnell	Member	Worthing YC
M Appleby	Member	Bough Beech SC
R Barnes	Member	Christchurch SC

Three Propositions were passed. The first introduces Life Membership, the second

Honorary Life Membership and the third sets the Life Membership subscription at £100, i.e. 10 times the present sub. As a result the following amendments should be made to the Constitution at pages 5 & 6 of the Seafly Handbook:- Add New Rules-

3.3 Life Membership, which shall be open to any person interested in the development of the Class.

3.4 Honorary Life Membership, which shall only be available to existing and past full members and shall be awarded to such a member after nomination as a worthy person by a majority of the committee.

Add the words: "and life members" after "full members" in the second line on page 6.

Add the words: "and Life" after "Annual" in the first line of Rule 4.2.

More Information was given on the progress towards appointing another builder. Talks had been held at last year's Southampton Boat Show and the Dinghy Show with Don Marine Ltd of Walsall, who had put some proposals for consideration by the committee. These envisaged an All-GRP boat using the existing hull mould, if available and a new deck mould. The cost to the Association would be at least £2500 on a 50/50 basis to set up production. These proposals were considered at a committee meeting and C. May was invited to produce proposals on similar lines to Don Marine. Unfortunately he had been unable to come up with anything acceptable to the committee and therefore invitations had been sent to five other possible builders. (Since the AGM one builder, Anglo Marine Services of Clacton-on-Sea, has made an encouraging response and is being considered.)

2. A NEW TROPHY

At the prize giving for the National Championships, Brian Howe presented the new trophy he had offered at the 1993 AGM. It is called the "Brian Howe Challenge Cup" and is to be awarded as the committee think fit. This year it was decided to award it to the best young helmsman and it was won by Joost Taylor of Bough Beech SC sailing C392, who with his brother Ian came 11th overall out of an entry of 15.

Secretary's Report

Apologies have been made to Brian Howe for the Association's failure to publicise this new trophy well in advance of this year's National Championships so that it could fulfil its purpose of attracting new blood to the event.

3. NATIONAL DINGHY SHOW (Sailboat '95)

An application has been made to the RYA for a space at the Dinghy Show on 4/5th March 1995. After many years at the not very satisfactory Crystal Palace the show is moving to Alexandra Palace in North London, where the whole exhibition will be housed under one vast glass roof flooding the hall with natural light. All classes who apply are assured of a space, with drive-in access. Admission prices will be the same as this year; adults £6 and children under 16 £1.50. Car parking will be free.

Alexandra Palace is only 20 minutes from the M1/M25 junction and within easy reach of the North Circular Road. Wood Green and Muswell Hill tube stations and Alexandra Palace B.R. station are nearby.

4. "Wound Wight Wally"

An invitation has been received from a member of the Kestrel Class Association who is hoping to organise the above event in late August/early September 1995. It is to be a charity event to raise money for the BBC's Children in Need Appeal.

Participants will assemble at Calshot Activities Centre, near Southampton, on a Friday evening and hopefully a fleet of 15 to 20 boats will set off early on the Saturday morning for a leisurely sail around the Isle of Wight.

The event is being sponsored by Cray Computers who are providing back-up and rescue facilities. To justify their effort and input there will be an entry fee of £10 and each boat is expected to raise at least £20 in

individual sponsorship money for Children in Need, using forms to be provided. It is not to be a race but more of an endurance event with a suitable achievement award on completion of the course that will provide participants with proof for the purpose of sponsorship money collection.

The organiser would like to have some idea of the response from the Seafly Class. Would anyone interested please let me know as soon as possible. It sounds a very worthwhile cause and given the right conditions, a considerable achievement.

5. SECOND-HAND BOATS

Please let me know of any second-hand boats for sale. I get enquiries from prospective new members who are very keen to obtain a Seafly and it is embarrassing and counter productive if I cannot supply a reasonable list of boats. It is the best way to recruit new members and expand the class.

6. The SEAFly HANDBOOK

The Handbook is about to be re-printed and will include the recent rule changes passed at the AGM. Copies will be available from me at £1.50, including postage. Also Seafly car stickers at £1 each.

7. NEW MEMBERS

Welcome to the following new members:-

Roy Johnston	C650	Christchurch SC
Ewen Barnes	C648	Christchurch SC
Alan Storey	C636	Burghfield SC
Brian Lulham	-	Netley SC

(Very keen to obtain a Seafly having sailed one in Greece many years ago.)

GOOD SAILING

Alan Green

Treasurer's Report

Life Membership

At the 1994 AGM held at Seasalter Sailing Club I proposed that a Life Membership alternative should be available to those who wanted to make a long lasting contribution to the Association.

The benefit to the Association is that it will bring in some immediate funds which will contribute to our efforts to fund new moulds when we have found a new Builder.

The proposal was agreed with a life membership fee of £100 approved. This becomes available from the next renewal (1st January 1995) and represents a bargain as you will benefit after only 7 or 8 years compared to paying annually.

In the interests of promoting the future of the Class I would urge you to take advantage

of this offer. We only need about 15% of the membership to take this up and we will have doubled the amount in the kitty.

Where are all the Seaflys?

Following my appeal for location of Seafly information in the last Newsletter the register is proceeding a little slowly; I have had a club list and received information on one other boat - and that was already a recent member! Please have a good look around your dinghy park, under the brambles and in the hedges, and let me know the number (on the centreboard capping) of anything that looks remotely Seafly like.

Tim Hoyle, Treasurer

Nationals 'What Gear'

Rob and Jackie York cleaned up with 4 firsts at the recently held Seafly National Championships held at Seasalter in Kent. The event was sailed in generally strong windy conditions. The table below shows a breakdown of the gear used by the top 6 Seafly sailors.

Position	Sail No	Helm	Crew	Hull	Mast	Main	Jib	Spinnaker	Crew Weight
1	477	Rob York	Jackie York	Home-built Wood	Super Spar M4	Hood (new)	Hood (new)	Hood (new)	20 stone
2	492	Rory Barnes	Bryony Barnes	Home-built Wood	Proctor F	MacNamara (1 year)	MacNamara (1 year)	Mac Namara (1 year)	23 Stone
3	646	Ron Cockwell	Simon Robinson	Composite CM Marine	Super Spar M2	Hood	Banks	Banks	23 Stone
4	470	Mike Robinson	Samantha Briggs	Wood (20 years old)	Super Spar M4	Banks (4 years)	Banks (2 years)	Banks (3 years)	21 Stone
5	642	Ian Mansfield	Helen Mansfield	Composite CM Marine	Super Spar M4	Banks (1 year)	Banks (1 year)	Banks (1 year)	20 Stone
6	648	Ewen Barnes	Richard Shaul	Composite CM Marine	Proctor Gamma	MacNamara	MacNamara	Mac Namara	26 Stone

FORTHCOMING EVENTS

Place	Date	No. of Races	Start
Inland Championships Spinnaker SC, nr Ringwood	19th Nov	3 races, 2 to count	11:00
Lymington Town SC	20th Nov	Charity Pursuit Race (Briefing 9:30) Seafly Start approx	First start 10:30 11:00
The R.Y.A. SAILBOAT '95	4/5th March 1995	Alexandra Palace, North London	10:00 am to 6 pm (5 pm Sun)

'94 Seafly Nationals

August 21st to 26th - SEASALTER

This year the Seaflys returned to the Seasalter Sailing Club in North Kent to sail their championships over the Whitstable Flats in company with Shearwater Catamarans. The turnout for Seasalter, who always give us a superb Championship, was a disappointment after the record fleet at Starcross last year. However, what it lacked in numbers it more than made up in spirit and gritty determination. Seven clubs were represented including Sue Turner from Starcross. Her bravery in undertaking to crew for the newly elected Chairman was much admired by the fleet. His emphatically expressed opinions about the competence of his crew are now more famous than those of the outgoing Chairman.

We were also very much heartened to find a strong contingent from Christchurch Sailing Club for the first time. They added much needed beauty and charm to the fleet and turned out to be daring and skilful sailors as well. Apparently, next year there may be more of them. They will also be welcome.

It is hoped that all those other members of Seasalter Sailing club who gave their holidays to make the week such a success will forgive us if we just mention that the racing itself was managed faultlessly by Alan as race officer and Liz Sales as captain of the galley played a blinder.

Much less noteworthy was the brief reappearance of the Seafly Cyncopaters at the end of the week. This had been long heralded but thankfully the rumours had, until, then proved groundless. The lead musicians are OK but the rhythm section had not improved it's technique in prison. "Hot Fingers Howe" did manage a passable improvisation on the plastic waste bucket but the wall cabinet bass was really a failure. With a bit of luck the bassist will end up on the wrong side of the Kuwaiti border on his next tour in the Gulf and never be seen again.

The Practice race was won by Rob and Jackie York From Highcliffe in a light North Easterly breeze and bright sun. They were first at the first mark and opened an increasingly convincing lead from there to the finish. In fact they went on to win the Championship in equally convincing style

by taking first place in the next four races in conditions ranging from strong to moderate. Although the result demonstrated their domination, the rest of the fleet were never far behind and close racing with frequent place changing left other results open until the final day.

The first race on Monday was sailed under an overcast sky with a strong North Easterly breeze of F4 to 5 gusting to 6. This brought short steep waves over the Whitstable Flats where the sea is more normally flat and peaceful at this time of year. Many of the fleet launched with difficulty through the surf. Roy Johnstone with Derek Hopkins of Christchurch powered through the chop in boat that first belonged to first Eric Sales and then Ivan Philips. They made it first to the windward mark followed closely by the Yorks, the Barnes and the Mansfields. The reaches were wild and spinnakers found to be unnecessary. On the run, Roy rolled the boat in the gybe breaking his mast and centre plate and injuring his knee to put himself out of contention for the rest of the series. No need to mention the winner of this race but the Barnes and the Mansfields dived for second throughout, a contest won by Rory Barnes.

The next day the sun returned and the breeze, while still brisk had returned to the South West to give the flat sea craved by some. The Yorks won the first leg closely followed by Ron Cockwell, sailing with Simon Robinson. However, by the finish, Ron had faded to 6th and Rory Barnes came through to second followed by Ian and Helen Mansfield third and Rory's brother Ewen and Richard Shaul, with Mike Robinson and young Samantha Briggs following.

On Wednesday the sun hid its face again and the breeze, while still strong, swung back to the West to give flat water sailing. However, at force 4 to 5, occasionally 6 it did push up some steep little waves against the tide. The strong flood into the Swale made the right side of the course favoured but the Yorks, starting in the middle of the line were pushed to the left before they could make their tack. Ron Cockwell made no such mistake, making it first to the windward

mark. He held this round the first triangle but Rob York took him on the second lap. This race was the first the fleet sailed a full course and at the start of the last sausage lap, Rob led with Ron second. Ian Mansfield was third and Rory Barnes a long way back. Although Helen's spinnaker work pulled Ian through to second by the start of the final beat, he faded to fourth at the finish.

For the start of the fourth race a very strong flood tide was carrying the fleet up to the line. Most managed to judge this very well, a few failed the test and ignored the recall. Rob York made no mistakes and won this race and the Championship. Rory Barnes and Ron Cockwell, also getting it right were second and third. Rory therefore added a 2, 3 and 5 to his second; Ron Cockwell a 3 and 2 twos to a sixth; Mike Robinson 3, 4 and 7 to a fifth. Ian Mansfield was obliged to carry his disqualification for the premature start into the final race to add to his three and 2 fours.

The runners up were therefore still to be decided in the fifth championship race and the fading and fickle breeze overturned the form book with Dave Tarrant and Liz Tarrant of South Cerney finding the windward mark first only to lose it on the next beat. The order at the start of what became the final beat was Robinson in front, closely followed by Ian Mansfield and Paul Taylor holding off the Yorks, Ron Cockwell

'94 Seafly Nationals

and the Barnes. Against all reasonable theory, Paul found the breeze to carry him to the line against the strengthening ebb followed by Mike Robinson but with Rory Barnes' brother, Ewen, and Barry Thomas coming through to pass the Mansfields and the other contenders for runner up.

The first six places finally went to:-

1. Rob and Jackie York of Highcliffe in 477.
2. Rory and Bryony Barnes of Christchurch in 492.
3. Ron Cockwell and Simon Robinson of Highcliffe in 646.
4. Mike Robinson and Samantha Briggs of Highcliffe in 470.
5. Ian and Helen Mansfield of Highcliffe in 642.
6. Ewen Barnes and Richard Shaul of Christchurch in 648.

The Brian Howe Trophy: Joost Taylor

First lady & Amazing Crew: Jackie York

Veteran: Mike Robinson

Canberra Trophy: Highcliffe Sailing Club (by the narrowest margin ever.)

Ian Mansfield

Boat No	Helm	Crew	Pract Race	1st Race	2nd Race	3rd Race	4th Race	5th Race	Total Points	Final Points
477	Rob York	Jackie York	0.75	0.75	0.75	0.75	0.75	6	3	1
492	Rory Barnes	Bryony Barnes	3	2	5	3	2	8	12	2
646	Ron Cockwell	Simon Robinson	4	6	2	2	3	7	13	3
470	Mike Robinson	Sam Briggs	2	5	3	7	4	2	14	4
642	Ian Mansfield	Helen Mansfield	7	3	4	4	18	5	16	5
648	Ewen Barnes	Richard Shaul	8	4	12	8	9	3	24	6
626	Mike Hartnell	Pete Bailey	12	7	8	6	6	11	27	7
640	Barry Thomas	Domlnic Thomas	9	10	6	10	7	4	27	8
649	Tim Hoyle	Mark Hoyle	10	8	9	5	8	9	30	9
652	Paul Taylor	Sue Turner	11	11	11	13	11	.75	33.75	10
392	Joost Taylor	Ian Taylor	14	16	10	11	10	12	43	11
644	Brian Howe	Val Howe	13	9	13	12	18	13	47	12
339	David Tarrant	Liz Tarrant	DNS	17	17	17	5	10	49	13
654	Mark Appleby	Mike Appleby	5	16	7	9	17	17	49	14
650	Roy Johnson	Derek Hopkins	6	16	17	17	17	17	67	15

Event Reports

STARCROSS OPEN 16/17 JULY

Sailed in a moderate breeze, Alan Brook & Paul Kelley one of SYC's best combinations borrowed a boat and won 3 of the 4 races.

A 180° windshift in the 2nd race found 'The Team' on the wrong side of the river, this prevented them making a clean sweep. This particular race was won by Ken & Marie Bartlett (647) who finished 2nd overall but with 8.75 points were never in a position to challenge Allan. The next 6 places were all taken by the 6 visitors, with Mike Hartnell & Pete Bailey (626) taking third place.

Perhaps the old saying "That people who travel away, do better than people who stay at home", will have sunk into some Starcross sailors.

Yes, Mr Editor your criticism was justified & accepted we can only hope to make a better showing at Open Events in future.

C Sandys
S.Y.C.

	Boat	Helm	Crew
1	?	Alan Brook	Paul Kelley
2	647	Ken Bartlett	Maria Bartlett
3	626	Mike Hartnell	Peter Bailey
4		Visitor	
5		Visitor	
6		Visitor	
7		Visitor	
8		Visitor	
9		SYC	
10		SYC	

WORTHING OPEN MEETING 10/11 September

Unfortunately the weather put paid to this Open Meeting. The wind on the Saturday was a Force 7 onshore wind which meant sailing was out of the question.

The forecast for Sunday was not much better, but when Sunday morning came there was only a gentle Force 3 to 4. Only two boats turned up and Worthing said we could race in their club series at no fee. They also emphasised that they would like to see us next year and they would hold the prizes over till then.

Mike Robinson

LETTERS

Love on the High Seas

It is custom after the prize giving ('94 Nationals) for thanks to be shown to all from Seasalter sailing Club for hosting the Nationals, which I fully endorse. There was a number of people wishing to speak and show their appreciation. I was left at the end with something I still wanted to say, so here goes.

There is one person in particular whom I wish to thank PUBLICLY. Many of you will have heard the occasional moments of disharmony aboard "Racing Snake", but this year the teamwork was superb. Every time the spinnaker was hoisted it was set immediately. So to Jacky you were BRILLIANT!Thank you.

Rob York - C477

Burnham Week

Situated on the River Crouch in Essex, and generally known as the Cowes of the East Coast, Burnham Week draws in dinghy and yachting sailors from everywhere to partake in a feast of racing for eight whole days. This year saw what was believed to be the first Seaflly, ever to compete in the event. The boat was C410, alias OPUSS 1, owned by myself and sailing out of Creeksea Sailing Club just upstream of Burnham. The helmsman was Paul Neve with Brian Spurling as crew. I provided the onshore back up. Paul and Brian had sailed in a Lark for a number of years and made an ideal and very efficient team.

The first day produced 25 knots of wind and gruelling conditions for the dinghy sailors. Paul's skill as a helmsman was soon put to the test in a mixed fleet of 420's, Wayfarers, Wanderer, Snipe, Osprey, Cherub and Cadets. He kept the Seaflly upright for the two and a half hours of the race, but sadly in common with several other boats, he was outside the distance mark at the finish, this was obscured by moored cruisers, and was disqualified. On day two the conditions worsened !! The wind had increased to 30 knots as the boats headed down river to Winkle Bay and the mouth of the River Roach. The water was white with the spume leaving the crests of the large waves. Very quickly the scene resembled a marine version of Custers last stand with boats capsizing everywhere. Paul threaded his way through the carnage, remained upright, and finished the race in grand style but he had to give time to the 420s and Wayfarers which pushed him down to 11th place. On days three and four the wind dropped down to

10/12 knots but despite driving the boat hard, Paul and Brian could not catch the 420s or Wayfarers who had no problems staying upright in those conditions, corrected time gave them 15th place on both days.

Day five was a revelation. The wind had dropped right down to 5 knots which produced a day of spinnaker work. This brought about Opuss 1's best result of the week, a seventh place. The wind increased to 15 knots for the last three days of the week, but Opuss 1 could not improve her position, and eventually finished the week in overall 12th out of 25 entries.

The Seaflly attracted a lot of interest from the shore whilst racing and the question "what class is that with a red stripe on its sail?" was often asked.

I was always on hand to answer and invite people to inspect the boat on shore. Those that did were always impressed with what they saw. Amongst the other competitors it was generally agreed that the Seaflly sailed well but was held back from being a serious competitor whilst burdened with a PY number as low as 114 and that PY 125 would be more realistic. As a spectator for the whole week and thus seeing the "whole of the game", it is a view that I agree with. One thing is for sure, those who were at Burnham Week 1994, will not forget the Seaflly

Barry Goodwins
OPUSS 1 - C410

Editors Note

Thanks very much for your report Barry, I think as an Association we should try and support these well known sailing events, like Burnham Week, Poole Week and Cowes etc. It is a great way to advertise the Seaflly.

With regards to the PY yardstick number of 114, I feel it is the correct one. We have found that when racing with Lasers (same handicap as the Seaflly) that there is always a Seaflly in front. They have the same speed upwind and reaching without spinnakers, but as soon as the spinnaker goes up, all they see are Seaflly transoms going past. In the events like Draycote Water Silver Salver, a handicap pursuit race for invited top helms from all classes, we have found that the Seaflly comes in the middle of the fleet and always ahead of Lasers.

In last years "Children in Need" Charity Pursuit Race, Seaflies came 2nd & 3rd in the slow handicap fleet.

Technical Bits

PLYWOOD MARKINGS

Have you ever wondered what all the markings are on the Plywood you buy, or how can you tell whether the ply you are buying is 'Marine' quality. Generally marine ply has marked on the plywood 'Marine Plywood', but have you ever considered a good quality exterior plywood. Here are some facts about the markings.

Most plywood for building comes from USA, Canada and Finland. Indonesia and Malaysia supply the mahogonies that make up the marine plywood. BS 6566 is the British standard for exterior quality plywood.

BOND PERFORMANCE

BS 6566 - Bond quality (Adhesives)

WBP Weather and boil resistant	CBR Cyclic boil resistant	MR Moisture resistant	INT Interior
Phenol formaldehyde (PF). Resistant to weather, Micro-organisms, cold and boiling water, steam and dry heat. Resistant to most common solvents, wood preservatives, flame retardants and most acids.	Melamine urea formaldehyde (MUF). Good resistance to weather and cyclic boiling water test but fails under prolonged exposure or other demanding conditions. Resistant to attack by micro-organisms.	Urea formaldehyde (UF). Can survive full exposure to weather for a few years. Withstands cold water for long periods, hot water for short periods, but not boiling water. Resistant to attack by micro-organisms.	Extended urea formaldehyde (EUF). Durable in dry conditions. Resistant to cold water. May not withstand attack by micro-organisms.

APPEARANCE

In addition to bond and veneer durability, plywood is also graded by the quality of its veneers. These grades do not have significant effect on the structural performance of the panels.

Grade by appearance of surface veneer

Grade	Description and end use
E	Highest quality; smoothly cut veneer free of sound intergrown knots. May include one category of defect permitted in class I. Natural surface intended to remain visible.
I & B	Limited level of slight defects permitted - pin knots, small sound intergrown knots, closed splits and very slight irregularities in structure of wood. Small defects due to parasitic plants, occasional roughness or torn grain in grade B tropical hardwood. Surface may remain visible.
II	Small defects permitted - closed splits, limited level of pin knots, sound intergrown knots. Limited levels of worm hole damage, open splits, open joints, roughness, glue penetration, veneer overlaps, and discolouration. Occasional damage by small borers, vines and parasitic plants in tropical hardwood. Low level of repairs to surface. Surface to be directly overlaid and painted.
III & BB	Defects as for II together with limited number of small unsound knots, checks, and sanding through. Some damage by large borers, hairline compression failure, and mechanical defects permitted in tropical hardwood. Surface generally intended to be coated or unseen.
IV & C	Defects as for III & BB permitted at a higher level. Surface quality suited to uses where appearance is not a prime consideration.

DURABILITY

Four classes of plywood durability are defined in BS 6566 Part 7. The classification applies to untreated plywood and to plywood treated with chemical wood preservatives.

Plywood durability class	Properties
G	No specified requirement for durability; for general purpose use.
E	High resistance to wood borer attack, except termites. No resistant to decay.
M	Moderately resistant, or better, to decay. Not necessarily resistant to certain types of wood borer attack, such as, such as termites and Lyctus, unless treated.

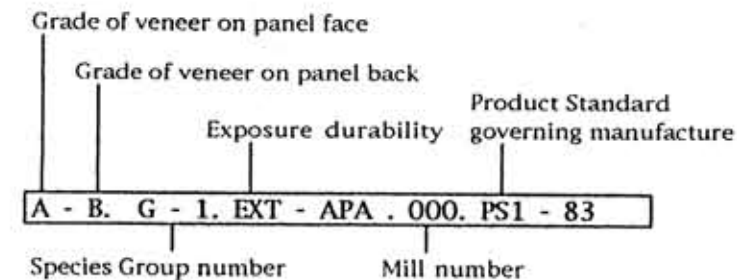
For example; BS 6566 / 4mm / (I / II TRO) / WBP / M / treated OS

Technical Bits

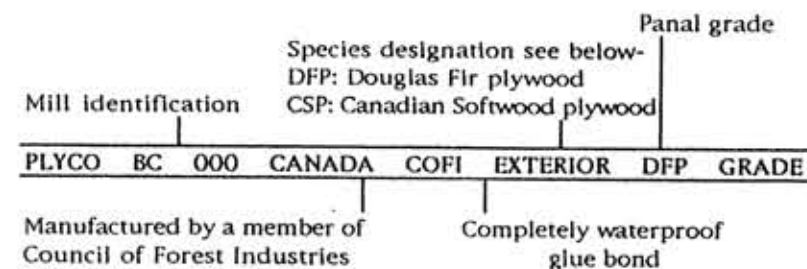
IDENTIFYING IMPORTED PLYWOOD

	United States	Canada	Finland
Trade organisation	American Plywood Association (APA)	Council of Forest Industries (COFI)	Finnish Plywood International
Plywood type in UK	Softwood	Softwood	Softwood and hardwood
Standard	American Product Standard PS 1 - 83	Canadian Standards Association CSA 0121 for Douglas Fir CSA 0151 for Canadian softwood plywood	BS 6566
Specifications given	Exposure durability Veneer Grade Species group Span rating Board thickness Building code Mill number	Bond durability species Designation Veneer grades Mill number	As for BS 6566: Parts 7 & 8, depending on requirement
Typical edge stamp	See below	See below	As for BS 6566: Part 7, depending on requirement

American Edge Stamp



Canadian Edge Stamp



I hope this has helped when choosing plywood for what ever job you are undertaking. I am trying to get information on Marine Plywoods. There are quite a number of importers of marine quality plywood probably the best known is BRUYNZEEL MULTIPANELS. They have two grades Hechthout - gaboony and Suprahecht - mahogony. Both grades come with a Twenty Year guarantee. If you require more information then write or telephone:

Bruynzeel Multipanel (UK) Ltd
East Industrial Estate
6 Freebournes Road
Wiltham - ESSEX CM8 3UN
Tel: 0376 519924

1994 Members List

NAME	Boat No	BOAT NAME	Type Mem	Club
Keith Anderson	156		full	Carsington SC
Mark Appleby	654	Expletive Deleted	full	Bough Beech SC
Mike Appleby	654		full	Crawley Mariners
Peter Bailey			full	South Cerney SC
Ken Bartlett	647	Simply Red	full	Starcross YC
Rory Barnes	492	Mantis	full	Christchurch SC
Ewen Barnes	648		full	Christchurch SC
Frank Bassett	620	Sea Hound	full	Blakeney SC
Frank Bassett	279	Iency	full	Blakeney SC
Bill Beeson			Assoc	Starcross YC
Alan Brook			full	Starcross YC
Dereck Brant	159	San Michelle	full	RNSA
Ken Buck	399	Raksha	full	Tresaith Mariners SC
Stephen Cammell	503	Flycatcher	full	Pingewood SC
Ron Cockwell	646	Foiled	full	Highcliffe SC
David Cotgrove	506	Knights Mischief	full	Starcross YC
Graeme Curtis	335	One Good Turn	full	Norfolk Schools SA
Phil Edmett	176		full	Blakeney SC
Stephen Eley	400	Nell	full	Highcliffe SC
Richard Ellis	645	Just Amazing	full	Highcliffe SC
Robert Evans	509	Mr Shifter	full	Rutland Water SC
David Farr	38	Spirit of Adventure	full	Lee-on-Solent
John Foskett	69	Goldcrest	full	Highcliffe SC
Peter Franklyn	367		full	Avon & Somerset Constabulary SC
Peter Fullager			Assoc	Canberra YC, Australia
Richard Garry			Assoc	Starcross YC
SC Garry	229		full	Eire
Richard Glenville	575	Folie a Deux	full	Starcross YC
Barry Graham	277	Vala	full	
Barry Goodwins	410	Opuss 1	full	Creeksea SC
Simon Greenslade	523		full	Starcross YC
Peter Gray			Assoc	Chew Valley Lake
Alan Green			full	Starcross YC
Peter Guinan	443	Soopa Doopa	full	Llangorse SC
Mike Hartnell	626		full	Worthing YC
Mac Hambling	388	Extra Time	full	Blakeney SC
Andrew Hayes			full	Starcross YC
Robin Herford	173	Spider	full	
David Houghton	433	Charlie Brown	full	Angmering on Sea One Design Club
Julian Hoyles	144	Woodle	*	Hoveringham SC
Tim Hoyle	649	Blue Adder	full	Highcliffe SC
Brian Howe	644	Howabout	full	Highcliffe SC
David Hughes	638	Mercury	full	Spinnaker SC
Paul Hughes	290		full	Baltic Wharf YC
Alan Izzard	231	Chloe Too	full	Fishers Green SC
Philip Jones	419	Dunelm	full	Bowmer SC
Roy Johnston	650	Sonic the Seaslug	full	Christchurch SC
T.W. Kingsley Singer	482	NoSoSlo	full	Newcastle YC (Co Down)
Rev Richard A. King	384	Fifi	full	Dittisham SC
Brian Lulham			full	Netley SC

1994 Members List

NAME	Boat No	BOAT NAME	Type Mem	Club
Carol Lanham	430	Whisper	full	Starcross YC
Kay Leigh			Assoc	Worthing YC
Rosa LeGood	639	Waterloo	full	Starcross YC
Tim Le Good	639		full	Starcross YC
John Lloyd	420		full	Starcross YC
Tony Longworth	various		full	Glenridding SS
Robert Lyle	51		full	
Colin May			full	Highcliffe SC
Ian Mansfield	642	The Admiral	full	Highcliffe SC
T.R.N. Main	634	Nimbus	full	Severn SC
Ian Mc Carroll	172	RR'd	full	Thornton Steward SC
Jim & Jan McClean	434	Black Magic	full	Worthing YC
Duncan McFadyen	633		full	Starcross YC
Steve Mussell			full	Highcliffe SC
Maggie Norman	320		full	Starcross YC
Andy Norman	95	Aces Wild	full	Worthing YC
Rob Odling	198	Firebird	full	Highcliffe SC
Robin Pagett	337	Red Arrow	full	Glenridding SS
Roy Perryman	623	Jupiter	full	Blakeney SC
W.J. Prescott			Assoc	
J. Readings	179	Ibis	full	South Cerney SC
Chris Roythorn	493	Cquel	full	Great Moor SC
Judith Roythorn	493	Cquel	full	Great Moor SC
Anne Robb	188	Sea Swallow	full	Newcastle YC
John Rowe	627		full	Starcross YC
Brian Robinson	96	Pegasus	full	Shoreham MYC
Mike Robinson	470	Revival	full	Highcliffe SC
Eric Sales			full	Seasalter SC
Charlie Sandys			Assoc	Starcross YC
David Shaw	329	Susan	full	Starcross YC
Jeffrey Smith	161	Southern Spirit	full	Glenridding SS
Alan Storey	636	Resolution	full	Burghfield SC
Sam Stoye	635	Redstart	full	Highcliffe SC
Adrian Summers	122		full	Highcliffe SC
Wallace Symmonds	480	Jack	full	Cotswold SC
David Tarrant	339	Elizabeth Jane	full	South Cerney SC
Paul Taylor	652	Summers Breeze	full	Highcliffe SC
Ian Taylor	392	C Me Fly	full	Crawley mariners
Joost Taylor	392	C Me Fly	full	Crawley Mariners
R.G. Thompson	653	Kittiwake II	full	Blakeney SC
Barry Thomas	640	Karamel Too	full	Highcliffe SC
K Thornbury	245	Festino 2	full	Newcastle YC
Frank Turner	320	Sea Scamp	full	Woodlands Park
S Turner	320	Sea Scamp	full	Starcross YC
Sue Tucker	293	Andromeda	full	Eastney CA
Colin Tucker	617	Avocet	full	Starcross YC
G.I. Uren	369		full	
M H Waite	15	Fly by Night	full	Sussex YC
Terry Wetherilt	3		full	Llangorse SC
D.A. Whittles			full	Keyhaven SC
Mike Winfield	651	Merganser	full	Beaver SC
Andy Woolner			full	Starcross YC
Rob York	477	Racing Snake	full	Highcliffe SC

Total of 98 members

BOAT MART

The following boats have been notified as being for sale. Some of them may already have been sold. If so please let the Secretary know: Tel 0548 852972.

* denotes advertised in Yachts & Yachting.

Sail No	Built	Details	Registered	Price
C 69	1963	Wood, 2 masts, 2 suits sails, Good cond, No trailer John Foskett, Highcliffe. 0425 277695	Yes	£695
C 98	1967	Wood, Proctor mast, new boom, trolley, 2 mainsails & 2 spinnakers, 1 jib, all a little old, new cover. Neil Cuthill Tel: 0305 265726	No	£300 O.N.O.
C 279	1967	Wood, 2 suits sails (Seahorse, Lucas), trolley, cover, re-decked, ex Nat Champ Exc order, F. Bassett, Loughborough. Tel 0509 890756.	Yes	£600
C328*	1970	GRP. Yorkshire. Tel: 0759 368608	No	£295
C 396*	1972	Wood, reasonable cond, combi-trailer. Tel 0234 720029 or work 0604 233200.	No	£545
C 428*	1973	GRP. Yorkshire. Tel: 0759 368608	No	£395
C 449*	1973	GRP, Excellent condition for year, cover, trolley. Worthing. Tel: 0903 714753	Yes	£650 O.N.O.
C 499*	1976	GRP, trailer, trolley, cover, various sails.	Yes	£500
C635	1983	Wood built by Bob Hoare, excellent condition Proctor spars, Combi-trailer, Low Mileage. Telephone Sam Stoye 0425 279381	Yes	£2,500 O.N.O.

1994 Complete Set of Hood sails
The power behind the '94 Nationals Winning Boat,
Main, Jib and Spinnaker
Rob York. Tel 0425 672706

£500

WANTED

Wanted, more articles, letters and photo's for the Newsletter.

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