

# ♦ Seafly Newsletter ♦

Newsletter of the Seafly Class Dinghy Association

26 April 1997

## Seafly Copyright Good News

Finally the Association will have control of the copyright. It is just a matter of a final cash transaction between the Association and Colin May.

What now you may ask ?

Well, it really up to you and the Association. I do not think it is too late to approach prospective builders or form a syndicate of builders and fitters to produce new All GRP Seaflys.

This subject will obviously be the main topic at the AGM in June. Yes that's right the AGM will be in June after the racing on the Saturday of the Nationals, see else where for details. So if you have strong feelings about what we should do then let one of the committee no, or write a letter. **NOWS YOUR CHANCE !!!!**

I still believe there is a 'Nitch' for the Seafly in the UK dinghy scene. None of the BIG builders Lasers, Toppers etc have produced anything like the Seafly and the GP14 and Enterprise are still holding their own in the Racing World.

If we can produce hull and deck moulds that are easy to work and engineer out a lot of the difficult areas, get a good deal from a mast and sail supplier, I think we could have marketable boat.

Let the Committee have your views, would you be willing to help in the creation of a 'NEW SEAFly'. Have you any contacts for glassfibre, masts, sails or fittings. Or any information on mould makers etc. could help with the committee's decision on which way to go.

Editor

### CHAIRMAN

PAUL TAYLOR

TEL: 01734 712784

### TREASURER

EWEN BARNES

TEL: 01202 484847

### SECRETARY

MIKE APPLEBY

TEL: 01293 520693



★ So much correspondence ★

### NEWSLETTER EDITOR

MIKE ROBINSON

TEL: 01202 888371

### FLEET CAPTAINS

#### HIGHCLIFFE SC

RON COCKWELL

TEL: 01425 476638

#### STARCROSS YC

RICHARD GRANVILLE

16 FORE STREET

BRADINICH

EXETER

DEVON EX5 4NN

## Salcombe Week - 2-9th August 1997

Christine and I will be sailing 638 in Salcombe Town Regatta this summer, we would be delighted if other Seaflys could join us.

Salcombe run two regattas the Town and the Yacht Club. In 1995 we took part in the latter and really enjoyed the handicap fleet which included a good range of dinghies. There were Albacores, Graduates, Wineglasses and Enterprises; RS400's etc are best forgotten. There was Alan Green in the race hut. The competition was very good and we were pleased to come well up the fleet.

This year we will sail in the Town Regatta because it fits into our calendar. The racing is very similar and all takes place in the morning, leaving afternoon free for family or other activities. Boats are parked on the beach opposite the starting hut so no difficulty reaching the start, and the start is very simple; you either go up the creek or down depending on the wind direction. The courses are the real fascination of Salcombe, I am sure you all know the network of creeks leading up to Kingsbridge, if you don't you soon will after a week of racing up them. It makes an invigorating contrast from endless circuits of triangles and

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sausages. Talking of sausages Salcombe has excellent eating and drinking houses.

### Salcombe Week

It is my belief that with the low attendance at Scafly open meetings the only way to have continued competitive sailing in our boat is to find suitable handicap races. If 6 or more of a class turn up we get our own result, if not, we still have good handicap racing and no one has to worry about drumming up support. There are plenty of other regattas to visit, Simon and Mike starred at Falmouth last year, Christine and I were there too but in the wrong boat. I fancy a return to Rock, the memory of Liz asking Ian why he was taking the Gybe mark on his rudder across the Doom Bar is one Scafly moment I will never forget. Then there are the Burnham and Norfolk regattas. If you are interested in Salcombe give me a ring, its the first full week in August. We'd love to see you there.

David Hughes

## SEAFLY 1997 NATIONALS

It was decided by the committee to hold the Seafly Nationals over a weekend, as last year, except that Highcliffe SC were not prepared to have the extra day just for a few Seaflyers. So it was a choice of TWO days at Highcliffe or try and find another venue. At this late stage it was felt that this could end in having no nationals at all.

So that is why the Seafly Nationals are at Highcliffe SC over the weekend of the 7-8th June, sorry about the short notice.

There will be no practice race and 3 of the 4 races will count towards the championships. If you require accommodation give Ron Cockwell a ring.

Mike Robinson

## The New Racing Rules

The major rule change that will effect dinghy racing is Rule 14 'Avoiding Contact'. Even when you have right-of-way or the right to room, you must try to avoid contact. If you don't, and there is damage you may be disqualified after a protest hearing.

Luffing rules have been changed. Under the New Rules any right-of-way that changes course must give the other boat room to keep clear. This change removes the anomaly of having a rule that allowed, indeed encouraged, collisions, although luffing rarely resulted in damage.

'Mast-abeam' is OUT. A windward must keep clear of a leeward boat. The leeward boat can keep luffing until the overlap is broken, but always giving room to the windward boat to keep clear. In other-words 'Gently-does-it'.

At the Start there are changes. Before, even if you had luffing rights it depended on your relative position with the other boat. Now under the new Rules, before or after the start, a leeward boat always has luffing unless she established the overlap from clear astern within two boat-lengths (laterally) of the windward boat.

So, as there is no proper course before the start, a leeward boat can luff up to head-to-wind as long as she maintains an overlap, whereas she used to have to stop at close-hauled while the windward boat was ahead of mast-abeam.

A close-hauled port-tack boat approaching a port-hand windward mark close to the layline (hoping to tack just ahead of a starboard-tack boat approaching on the starboard layline) will find the new rules stacked against her. If she completes her tack onto starboard within the 'two-boat-circle', she must give the starboard-tack boat room to round the mark even if she completes the tack clear ahead.

If you want to no more about the rule changes, many clubs are organising semi-

**CHRISTCHURCH SC**  
RORY BARNES  
TEL: 01202 484847

**WORTHING YC**  
MIKE HARTNELL  
TEL: 01903 233625

**SEASALTER SC**  
ERIC SALES  
TEL: 01732 842982

*"Twelve people  
have already said  
they will be going  
to the Nationals,  
why not join them  
for a fantastic  
weekend of sail-  
ing."*

**SOUTH CERNEY SC**  
DAVE TARRANT  
"RANNOCH" ST CLOE  
AMBERLEY  
STROUD  
GLOUCESTER

**BLAKENEY SC**  
ROY PERRIMAN  
9 CRADEWOOD ROAD  
NORTH WALSHAM  
NORFOLK  
NR28 9JG

# **SEAFLY DINGHY CLASS ASSOCIATION NATIONAL CHAMPIONSHIPS 1997**

## **NOTICE OF RACE**

*To be held on 7th and 8th June 1997*

1. **Organising Authority** Highcliffe Sailing Club
2. **Rules** The race will be governed by The Racing Rules of Sailing, the prescriptions of the National Authority (RYA), the class rules and the Sailing Instructions.
3. **The Classes** The event is open to Seaflys, raced in conjunction with the OK Class
4. **Conditions of entry and any restriction** The event is open to all members of the Seaflly Class Association who can show proof of membership and are over the age of 12 years.
5. **Programme**

Registration	Saturday 7th June from 09:00 hrs	
Start of 1st Race	Saturday 7th June 12:00 hrs	<b>Sussex Salver</b>
Start of 2nd Race	Saturday 7th June ASAP after first race	<b>Lucas Cup</b>
Start of 3rd Race	Sunday 8th June 10:30 hrs	<b>Chairmans Cup</b>
Start of 4th Race	Sunday 8th June ASAP after third race	<b>Herbert Trophy</b>
6. **The category of the event;** The event is designated Category A under Rules of Racing G2.3
7. **SI's and Rule Changes** The Sailing Instructions will be available when registering  
Any changes to the racing rules (see Rule 86); Shall be posted on the Official Noticed Board in the Clubhouse
8. **The courses to be sailed;** The course shall be posted on the Official Notice Board by the latest 30 minutes before the start of the race.
9. Denial of the right of appeal, subject to Rule 70.4;
10. **Scoring** The scoring system shall be Low points
11. **Prizes.** In addition to the above prizes the following shall be awarded:  
Championship Cup, Amazing Crew Trophy, Veterans Trophy & Ladies Trophy
12. **Entries** The procedure for advanced registration including fees and any closing dates;
13. **Measurement** Measurement and sail certificates shall be submitted for inspection on registration. The SDCA have the right to carry out any measurement or check on any boat at any time.



# 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 :

\* 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 Foscett, 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 122	1964	Wood, completely rebuilt to new layout, Wested hull, very stiff & min weight. Trolley, cover, Hood Sails, M4 mast. 4 x National winner Adrian Summers Tel: 01202 422560	Yes	£3250
C 171	1964	Wood hull, Needlespar mast, hull sound but needs repainting, no rudder or tiller, no sails !. Clive Tappendon Tel: 01983 761147	?	£100
C 179	1965	Wood by Moores, proctor spars, 3 mainsails, 3 jibs, 2 spinnakers, trailer, trolley, Good condition J Readings. Cheltenham Tel: 01242 244218	Yes	£500 ONO
C 396*	1972	Wood, reasonable cond, combi-trailer. Tel 0234 720029 or work 0604 233200.	No	£545
C 369	1970	GRP, Proctor spars, Mac sails, little used. spinnaker, cover, trailer, trolley. Good condition Bedford Tel: 01234 720029 or work 233200	Yes	£525
C 449*	1973	GRP, Excellent condition for year, cover, trolley. Worthing. Tel: 0903 714753	Yes	£650 ONO
C 499*	1976	GRP, trailer, trolley, cover, various sails. Torquay Tel: 01803 293078	Yes	£500
C 635	1983	Wood built by Bob Hoare, excellent condition Proctor spars, Combi-trailer, Low Mileage. Telephone Sam Stoye 0425 279381	Yes	£2,500 ONO
C 477	1994	Complete Set of Hood sails The power behind the '94 Nationals Winning Boat, Main, Jib and Spinnaker Rob York. Tel 0425 672706		£500