THE SEAFLY DINGHY CLASS ASSOCIATION

HANDBOOK

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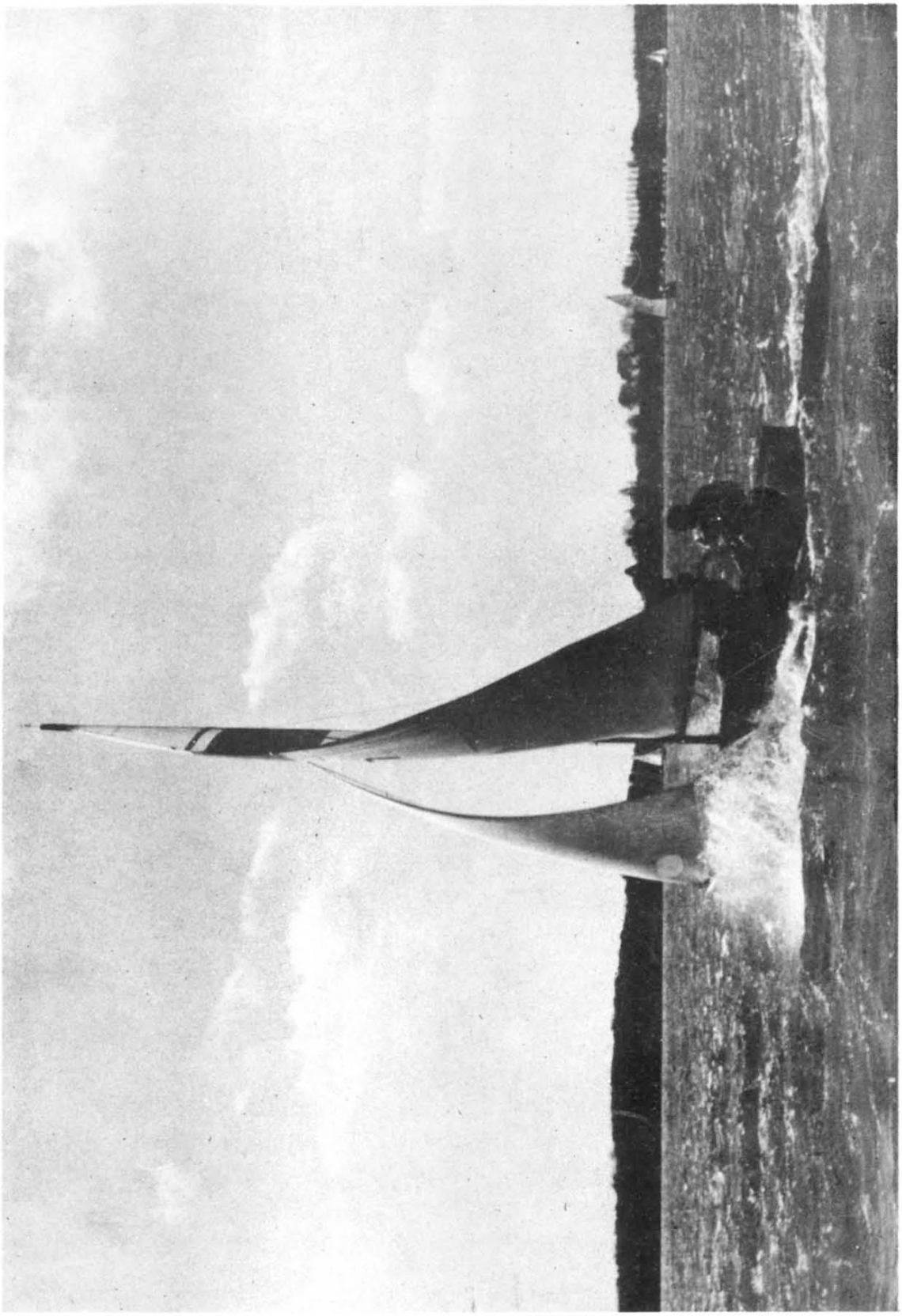


THE CONSTITUTION

1. Title

The title of the Association shall be "The Seafly Dinghy Class Association."

2. Aims and Objects

The aims and objects of the Association shall be:

(i) To promote and encourage the sailing and racing of the Seafly Dinghy (hereinafter called "the boat") and to establish and maintain reasonable rules to ensure fair competition within the class and to preserve the "One Design" character of the boat;

(ii) From time to time to consider matters which may arise (subject to any necessary approval by the owner of the copyright) concerning the specification of the hull, sail plan, weight, spars, rigging, fittings and any other features and components of the boat;

(iii) To maintain a register of owners and boat names and to issue Class Certificates to boats which conform with the Rules of the Seafly Dinghy Class;

(iv) To promote and/or to sponsor an annual National Championship meeting and any other meetings thought fit and to encourage the formation of "Seafly Fleets," which shall consist of five or more boats with Class Certificates and which shall be registered with the Association;

(v) To authorise and to encourage the formation of branches of the Association and to delegate to such branches those rights and responsibilities as the Committee from time to time may think fit.

3. Membership

Membership shall consist of the following classes:

(i) Full membership, which shall be open to any person or body corporate being an owner or part owner of a Seafly:

(ii) Associate membership, which shall be open to any non-owner interested in the development of the class.

All members shall be entitled to attend and speak at a General Meeting, but full members only shall be entitled to a vote on the basis of one vote per boat, provided that when one or more boats are owned by a corporate body such body shall exercise one vote by delegate.

4. Subscriptions

(i) The Annual Subscription shall be payable on application for membership, and renewal of subscription shall fall due on 1st January each year ;

(ii) The subscription shall be:

(a) Full Membership ... ... £1.00 per annum

(b) Associate Membership ... 50p per annum

(iii) A member joining the Association on or after the 1st September in any year and having paid the subscription for that year will not, however, be required to pay the subscription for the following year ;

(iv) No member shall in any year be entitled to any of the rights and privileges of membership until the subscription due for that year, and any arrears, have been paid ;

(v) Any member who wishes to retire from the Association shall notify the Hon. Secretary, in writing, on or before 31st December, otherwise such member shall be liable for the subscription due for the following year ;

(vi) The Committee may terminate the membership of any member whose subscription remains unpaid for more than three months from the due date, and shall have discretion to grant reinstatement.

5. Expulsion

The Committee may expel any member whose conduct is, in its opinion, injurious or prejudicial to the interests of the Association, or renders such member unfit to retain membership, provided always that any member whose expulsion is under consideration shall be entitled to offer an explanation or defence either orally or in writing before any decision is taken in the matter of expulsion.

6. Registration

(i) A fee of 50p is payable when returning a completed measurement form to the Association applying for boat registration and the issue of a Class Certificate ;

(ii) On re-registration on change of ownership or re-issue of class certificate a fee of 25p is payable.

7. General Meetings

(i) An Annual General Meeting shall be held annually not later than 30th September. Unless the Committee shall otherwise decide, its venue shall be that of the National Championship. All members of the Association shall be notified of the place, date and time thereof not less than

six weeks before the meeting, and shall be supplied with an agenda thereof at least two weeks before such meeting ;

(ii) The business to be transacted thereat shall be:

(a) to receive the Chairman's report ;
(b) to receive the Secretary's report ;
(c) to receive the Treasurer's report and audited accounts ;
(d) to elect members of the Committee ;
(e) to elect Honorary Auditors ;
(f) any other business pertinent to the meeting duly communicated under Paragraph 8.

8. Procedure

Nominations for election to Committee and resolutions for consideration at A.G.M. must be received by the Hon. Secretary not less than 28 days prior to the meeting. In the event of an insufficient number of nominations for the Committee being received within the prescribed time the existing Committee may be empowered by resolution to continue in office.

Any member entitled to vote in the A.G.M. but who is unable to attend may nominate another member in writing to exercise a proxy vote on his behalf for or against any resolution placed before the meeting. The Chairman may be appointed proxy for this purpose.

9. Special General Meeting

A Special General Meeting may be called by the Committee at any time on fourteen days' notice to members and shall be so called on the written requisition of not less than ten members entitled to vote and stating the resolution/s to be put forward at such a meeting. The venue shall, in each case, be at the discretion of the Committee and only that business shall be transacted for which the meeting has been called.

10. No business shall be transacted at any General Meeting unless there is present a quorum of twelve members entitled to vote.

11. Notices

Notices shall be deemed to have been duly served if posted by ordinary prepaid letter post to the last known address of a member. In the case of joint owners of a boat, notice need be sent only to the one named first in the records of the Association. The accidental omission to give notice of a meeting or ballot or the non-receipt of notice of a meeting or ballot by any person entitled to receive notice shall not invalidate that ballot or the proceedings at the meeting.

12. Officers

The officers of the Association shall consist of a Chairman, a Secretary, and a Treasurer, who shall hold office until the conclusion of the next Annual General Meeting.

The offices of Secretary and Treasurer may be held by one person.

13. Committee

(i) The Association shall be managed by a Committee, which shall consist of:
Eight elected Committee members.
Any four members of the Committee shall form a quorum.

(ii) The Committee shall elect a Chairman, Hon. Treasurer and Hon. Secretary from its members and may:
- (a) appoint sub-committees and delegate to them such powers as it thinks fit;
- (b) fill any vacancy by co-option;
- (c) grant such honoraria and pay such expenses as it thinks proper;
- (d) appoint an Assistant Secretary and/or a Hon. Publicity Officer;
- (e) select and appoint Area Representatives and/or Official Measurers.

(iii) The Committee shall meet not less frequently than four times annually.

14. The Hon. Secretary shall keep the minutes of Committee and General Meetings, the register of members and other relevant records. He shall communicate decisions of the Committee to all members at the discretion of the Committee and from time to time shall supply all members with a membership list together with a copy of these Rules.

15. The Hon. Treasurer shall have charge of the funds of the Association; shall keep proper books of accounts; shall receive subscriptions; shall make payments as authorised by the Committee, and shall produce audited accounts at the A.G.M. or, if required, at a Special General Meeting of members.

16. At any General or Committee Meeting every question shall be determined by a majority of votes cast, and in the event of equality the Chairman shall have an additional and casting vote, save that any alteration, repeal, revision, addition or ratification affecting these Constitutional Rules shall be determined by a majority of at least two-thirds of the votes cast.

17. An Honorary Auditor shall be elected at each Annual General Meeting and shall hold office until the next succeeding Annual

General Meeting, unless he or she be prevented by force of circumstance from continuing to hold office, in which case the Committee shall appoint a successor to hold office until the next succeeding Annual General Meeting.

18. Alterations of Constitutional Rules

These Rules may be altered, revised or repealed and new Rules made by the Committee at any time, and all members shall be notified of such alterations, revisions, repeal or new Rules as soon as possible. Such alterations, revisions, repeal or new Rules shall become provisionally effective immediately, but shall remain subject to ratification at the next Annual General Meeting or Special General Meeting as provided in Paragraph 16.

19. Dissolution

It shall be necessary to give notice of motion as aforesaid of any motion to dissolve the Association, and such motion must be passed by a majority of at least three-fourths of those voting in Annual or Special General Meeting. Any such resolution to dissolve shall not be effective until the lapse of four weeks from the date of notification of such resolution to the membership.

On such dissolution the assets of the Association shall be paid or transferred to such person or body as the meeting by a simple majority shall decide, and, in default of agreement, to the Royal Yachting Association as beneficiary.

20. The decision of the Committee shall be final and conclusive on any question of the interpretation of these Constitutional Rules or upon any matter affecting the Association which is not covered specifically by such Rules.

TROPHIES

Trophies presented to the Association for the National Championships

The National Championship Trophy, presented by B. I. F. Canton, Esq.

The Sussex Salver, presented by Aron Y.C.

The Lucas Cup, presented by W. G. Lucas & Sons.

The Chairman's Cup, presented by L. D. Lanham, Esq.

The Herbert Trophy, presented by S. Herbert, Esq.

The City of Plymouth Cup, presented by the Lord Mayor and Corporation of Plymouth.

The Dolphin Trophy, presented for the highest points obtained in Open Meetings in one season.

CLUBS WHERE SEAFLYS ARE SAILED

UNITED KINGDOM

Blakeney Sailing Club, Norfolk.
Highcliffe Sailing Club, Hants.
Keynes Park Sailing Club, Glos.
Littleton Sailing Club, Middx.
Leicester.
Starcross Yacht Club, Devon.
South Cerney Sailing Club, Glos.
Seasalter Sailing Club, Kent.
Tankerton Bay Sailing Club, Kent.
Worthing Yacht Club, Sussex.

OVERSEAS

Canada.
Australia.
New Guinea.
Malta.
Sardinia.

NEWS FROM WESTERN CANADA SEAFLY OWNERS

It all started out here in 1962 when Roger Vale needed a boat. He saw a Seafly advertisement, liked it, built it, and Western Canada hasn't looked back since.

Actually there was a longish pause while others of us looked at it and pondered. But by 1970 there were nine in action, and in '71 there seems to be another five or so somewhere between the drawing-board and being afloat. It is even rumoured that there is interest in Vancouver and in the interior of the Province, at Nelson.

We are obviously making progress, though slowly. Personally I prefer it this way, because it's too good a boat to be just an " over-advertised and then soon over " fad.

Now, what kind of conditions do we sail under here? Well, first of all it's generally in fairly sheltered water in the sea in one of the bays or harbours around Victoria city or in between the many islands of the Gulf Island chain. We also sail in several of the nearby freshwater lakes. The wind velocities that we race in are typically below 10 m.p.h. (i.e., Force 1 and 2) in the summer and up to Force 5 or 6 in the winter. This isn't always the case, however. I remember one summer regatta with winds over 30 and peak gusts of 38-40 m.p.h. (Yes, the Seafly *can* plane under jib alone!)

Sailing is all the year round here, with a typical racing programme being two interlocking series (on alternate weekends) from mid-September to mid-December, two more from January to March, and

one for May and June. Winter regattas are not popular—the water and weather are too cold—but major races are held from February through April. The summer regatta circuits run from May through September.

Not all of the Seafly owners are race inclined. We are a mixed bunch. One prefers day sailing and seems happiest when himself, his wife and five kids, and maybe an uncle or two, are out in lots of wind on a broad reach between the islands. Another keeps his boat on a large lake (about 20 miles long) and brags about the afternoon wind and the floating logs from nearby timber operations. He has holes to prove it, too!

Most of us like to race—some a little, some a lot—and are divided by belonging to two separate clubs. One of these has keen racing competition, and we often find ourselves taking on the Fireballs. They seem to find this frustrating, particularly as we seem to have the legs of them when off the wind.

The other club is designed to get people interested in sailing, and here we are probably getting our soundest advertising. Parents, seeing their kids in them, are trying them themselves and getting bitten by the "bug." This is what is going to give us a stable Seafly Association as the years roll by.

It is probably interesting to note that all our boats are home made by their current owners. This is mostly of necessity because we can build at least two boats for the price of an imported one. We also have advantages in materials available such as 16-feet lengths of plywood and full-length clear Sitka spruce for masts and booms. Fibreglass cloth and resin are commonly used for reinforcing seams, and some use it to give better hull bottom finish.

Our organisation is a very free-and-easy one. We had a meeting once. It was enough. Roger Vale was obviously the man for class captain, and I was somehow appointed chief scribe. There should be another meeting soon—if we can stop sailing long enough to get together.

TONY SAYLE.

Victoria B.C., Canada.

HISTORY OF THE SEAFLY AND THE ASSOCIATION

The Seafly Dinghy Class Association was formed when a few enthusiasts met at the invitation of Derek Anstead at his home in Topsham, Devon, on 18th November, 1961. Rules were prepared and submitted for approval of R.Y.A., and the S.D.C.A. was officially recognised by the R.Y.A. in 1963. "Class" racing commenced in 1962 and the first National Championships were held under the burgee of the Royal Western Yacht Club of England in Plymouth Sound during July, 1963.

The Australian branch of the S.D.C.A. was formed in 1963. Joseph Mylne (then Hon. Secretary) reports: "A number of members of the Canberra Y.C. who were looking for a suitable dinghy which did not require a trapeze or "board" finally chose the Seafly. Boatbuilder Harold Lang, of Sorrento, Victoria, was granted licence to build with an immediate order for six boats, and the first Seafly was delivered to Mr. Gurth Kimber in Canberra in September, 1963. After proving her worth in handicap racing against 505 and the hot "Gwen 12," etc., on Lake George, the Canberra fleet increased rapidly and the Class Association became the most active in the area in the '64/'65 racing season. A second builder, Brian Lay, was authorised in 1964, and the fleet, now nearly 80 boats, attracted considerable interest throughout Australia when they started "winter sailing," and were the only boats racing with water temperature down to 42 degrees! . . ."

Seafly owners also appear to have caused a "stir" "down under" when wives and daughters were seen in the unusual role of crews and helms!

The Canadian boats are all amateur-constructed, and their branch of the S.D.C.A. was formed in 1970, with most of the boats based in Victoria, B.C. Tony Sayle reports steady but very satisfactory progress—mostly in Western Canada (Victoria). Owners, typical of the Class, use the Seafly for family sailing, others for hard racing.

Amateur-constructed Seaflys sail also at Wewak (New Cuinea), Sardinia, Malta, apart from Scotland and Ireland.

Much has been said in favour of the design, but very little has been put into print. Here and now seems the place and time to change the situation.

"Seafly" is not, as many have thought ,a "blown-up" version of the Mayfly O.D., which was designed within the measurement rules of the 12 ft. National as it would appear in hard chine form. Similarly, Seafly was designed and developed by Stan Herbert since 1960 from the original lines by John Kelley of a "hard chine" Merlin Rocket, and it is interesting to note how the latter and particularly the 14 ft. International (both "restricted designs") have developed since to the present hull form that combines a more rounded "fore-foot" (fullness forward of the deepest section) and fattening of the underwater section aft to an almost hard chine transom.

The purpose of the design has been justified, for Seafly has established an unrivalled reputation as a racing one design that revels in the more severe conditions whilst being tolerant to mishandling by the novice and "kindly" to family sailing. She is "no sluggard" in the light airs, and an able helmsman can hold her 93 Portsmouth number in these conditions.

One of the most outstanding successes of the Seafly history is that which was recorded during the Sheppey "One-of-a-kind" in

May, 1962, when in competition with champion helmsmen racing most of the 31 top-class boats. In the last race Seafly No. 24, sailed by David Reader and Laurie Lanham, was sixth boat to cross the finishing line and returned a P.H. No. of 85 (eight points below her rating) whilst nearly one-third of the fleet retired. An overall average (from six races) achieved P.H. No. 92. Subsequently, Seaflys were placed 1st and 2nd in one of the first "Two-of-a-kind" events organised by Clacton-on-Sea S.C.—again in tough conditions.

SEAFLY RIGGING, TUNING, AND SAILING HINTS

By STAN HERBERT

The following is intended to guide those who are looking for help in getting the best out of their Seafly, and the experienced helmsman will always be happy to enlarge on any particular point.

Generally, see that *all* the rigging and fittings are efficient and move freely where intended to do so! A constant check is necessary throughout the season. Sails and sheets should be washed out to keep them supple; blocks and cleats should work easily. Keep the boat dry and as light as possible; "touch in" scratches when dry. Mast rake is important and may be slightly different according to "crew weight" in relation to "helm weight." Do remember that the hull and sails have been designed to give maximum performance and are "one design"—therefore, keep the boat trimmed by positioning weight of crew so that the waterline, when sailing, is as near to the designed waterline as possible. The transom is vertical and the centre thwart level P. and S. when this is achieved. Use this formula when setting up on chocks to check mast rake—average is about 4 in. aft rake with the jib tensioned for sailing. The sails also should be set on the spars to give the "designed" shape, and the kick strap should be adjusted just tight enough to retain the desired "set" only. Back-winding of the mainsail can be cured by adjusting main or jibsheet to give the correct "slot" between main and jib on all points of sailing except, perhaps, close-hauled when beating to windward. In the latter case it may not be detrimental in the stronger winds, and, in fact, a better windward performance can be attained by easing the mainsheet (thus easing pressure on the sail) and keeping the boat more upright as a result. Whilst on the subject of sails, be sure the fairleads are accurately positioned. A jib can be ruined in the early hours of sailing by not having the correct tension divided between foot and leech. An approximate positioning can be obtained by sighting the jib sheet so that the continuation of the sight line will bisect the luff rope at approximately 40 per cent of the length of the luff above the tack eye (i.e., approximately 5 ft. above the tack eye).

Light weather sailing requires the minimum of movement within the boat and the sails set without too much tension on the sheets.

The centre plate should be adjusted for various points of sailing, but never have it fully raised (even on a dead run). Planing conditions, close reach, two-thirds plate ; broad reach, one-third plate ; beating to windward, moderate winds, full plate ; and in harder winds slightly less if desired. Rudder should be kept full down in planing conditions and see that the rudder elastic is sufficiently strong to do this. (Some owners have fitted an adjustable downhaul.) For windward work, slight angle aft of vertical will help to give a feeling of weather helm, especially in the lighter weather.

Weight is not such a critical factor in a Seafly, but it is, of course, very important to keep it as low as possible—even in hard winds. The lighter boat/crew will plane earlier, longer, and faster than others of equal ability. It is not always necessary to move crew weight aft for planing and may be better amidships to " level off " and reduce transom drag—all of which must be proved by practice. Don't forget that the faster the boat moves, the sails must be (quickly) hauled closer to suit the apparent wind which moves ahead at the same time. Another way of counteracting this is to keep the sails set and bear away to keep them full, and drawing if you have room to do this—luffing up again when possible to correct your course.

Tactics are equally important and are the subject of several good books ; e.g., a good start is vital. Make a few trial starts before each race and decide how and where to cross the line . . . quickly—to be moving in the right direction when the starting signal is given. Don't worry about being too early—better to be recalled twice in six races than to make a bad start all the time and have to struggle in the dirty weather of all the other boats. Incidentally, don't sail on in the " wind shadow " of another boat—even a smaller one—unless a turning mark can be reached without tacking. Try to arrange your tacks so that you always approach a windward mark " on starboard." It is usually best to take the course which points nearest to the next mark unless tide, etc., must be considered, and this is, of course, very important.

KNOW the RULES (including sailing instructions) so that you can make quick decisions that will keep you in the race and also know what your competitors may NOT do. Be wary of becoming involved in a " luffing match "—if you wish to luff, do it early and effectively.

Learn something from every race—you can if you are wanting to.

You might try asking a better helmsman to sail your boat in an important event (and crew for him if he wishes) so that you can gain confidence in your boat's ability. At the same time, even the best helms have to get used to a Seafly—so don't expect too much if he hasn't sailed one before.

TUNING THE SEAFLY

By MAURICE ARTHUR (National Championship winner, 1971)

Having read Stan Herbert's notes on Seafly tuning as they appeared in the 1963 Newsletter, I am at a bit of a loss as to what can be added. A few developments have occurred since then and the '71 A.G.M. raised some controversial points. In addition, the racing at Plymouth demonstrated certain characteristics of the boat which I think deserve some thought. The following is therefore intended to be supplementary to earlier notes.

DYNAMIC TUNING FOR THE BEGINNER

You cannot do better than read Elvstrom or Oakley, and I will not be in the least bit offended if you do not read beyond this point.

In order to tune or to get the best from a tuned boat one must first of all understand the functioning of each variable concerned and then arrange for all the adjustments to bring the boat into tune for the widest range of conditions.

BALANCE

A boat is balanced when sailing in a straight line. Balance occurs because the sum of all the forces acting on the boat through the water in a sideways direction to its course are equal and opposite to the sum of all the wind forces acting on the boat and crew in the opposite sideways direction.

Consider a boat close reaching on a steady course. It can be diverted from its course by a number of things.

The rudder: waggle it and the boat should respond. Raise the centre board a little ; this will reduce its area and also shift its centre of sideways resistance further towards the stern. As a result the boat will settle down to a course a little further off the wind. Lowering the centre board will reverse the effect.

The boat can also be steered by sail setting ; releasing the jib will cause the boat to turn into the wind, or, alternatively, releasing the main will cause the boat's head to turn off the wind. It is possible to steer a boat downwind in planing conditions using only the sails to control it. However, sails should only be used when other means are beginning to fail. Normally sails should be set to provide maximum forward drive while maintaining the boat on an even keel. Trim will also affect steerage ; if crew weight is moved forward water pressure will quickly build up on the lee bow and push the head of the boat to windward of its original course. Crew weight moved aft will produce the opposite effect, since water pressure on the lee bow will escape under the forefoot. Heeling produces similar effects. Heeling to windward causes the boat to turn off the wind due to the changed underwater shape, heel to leeward causes the boat to turn to windward.

All the changes mentioned can be used to make fine adjustment to a tuned boat, and it's no waste of time to get afloat and try them out. It will enable you to get the " feel " of your boat and to get the best out of your boat in changing conditions. Try it on a quiet day when the water is flat and the wind steady—it's surprising how far you can sail without using the rudder.

MAST RAKE

Mast rake cannot always be adjusted afloat. As a general rule a mast should be raked aft for windward work but be allowed to move forward for off-wind work. Racing fishermen in North Norfolk at least always kept their shrouds loose to allow the mast to rake aft when the main sheet was pulled hard in and to fall forward when off the wind. They were most critical of the amateur 14-foot International set, who at the time gauged the setting of their shrouds by twanging.

It is unlikely that mast rake measurements taken from a successful boat will result in optimum performance when applied to a second boat due to variations in materials, manufacture, crew weight and sailing technique. It is therefore better to adjust mast rake for best performance. When gauging your windward performance bear in mind a lighter crew will tend to be closer winded in stiff conditions but will move through the water more slowly. Therefore don't become alarmed if other boats point higher ; close winded courses are not the sole criteria for reaching windward marks first. Best performance is achieved when the boat has a weather helm of approximately four degrees to six degrees and mast rake should be adjusted to provide this amount of weather helm. In easy weather with the centre board fully down it should be possible to get an idea of what weather helm the boat exhibits. In heavier weather the increased pressure on the lee bow and other subtle effects will cause the helm to become heavy, and the angle of the rudder blade to the centre line of the boat will become greater than optimum, therefore the rake must be reduced or the centre board partially raised. If mast rake is reduced jib fairleads will need to be reset ; as a rough guide, move them in the opposite direction to the masthead movement.

WINDWARD TECHNIQUE

All the experts will tell you to sail your boat upright, since this minimises pitching and allows the centre board, rudder and sails to operate more efficiently. However, I prefer a small amount of heel, since it enables more power to be developed for a given crew weight. The reason is that the centre of buoyancy moves to the opposite side of the boat from the crew, hence the crew weight righting lever is greater ; in addition, the centre of gravity of the boat now acts on the hull to windward of the centre of buoyancy and hence supplements the crew weight. Angle of heel must be kept small, particu-

larly when a Seafly is being sailed, since her hard chine form becomes very inefficient when heeled ; also, windage is greatly increased as a Seafly heels.

Crew and helm should sit closely together so that the wind need only divide itself once in order to pass them ; in addition, it helps to keep the helmsman cosy and warm.

Their position on the " gunnel " will affect trim and can be used to make fine adjustments to the state of balance ; in lighter weather fine adjustment of heel and trim help to " feel " the boat to windward.

Elvstrom recommends crew weight to be placed well aft—and he is the best. In short chop, however, I feel that the weight well forward helps to punch through the waves. The Baltic and Scandinavia tend to have small tides, and possibly the wave shapes differ as a result.

RECENT DEVELOPMENTS

CENTRE MAIN HORSE

It is essential that the centre main traveller does not jamb. Among others, the centre main has the following advantages:

(i) It enables main to be sheeted hard down for a wider angle traveller adjustment, the traveller may then be played instead of the main sheet ; this greatly enhances heavy weather close reaching and windward work. If, however, you allow the main sheet to fall from reach when it has jambed after a few outings you will capsize.

(ii) The amount of main sheet rope used is less and hence main sheet adjustments can be faster.

(iii) The helmsman pulls the main sheet from between his feet instead of across his body ; this is an ergonomical improvement.

(iv) In heavy weather a centre main boat will still move to windward when a transom main boat is stopped by the weight of wind, all other things being equal.

(v) The inveterate fiddler can have both the centre main and transom main horse system.

Some of the disadvantages of a centre main are:

(i) Reefing as yet has not been easily accomplished.

(ii) Children can be squeezed or frightened.

(iii) The cockpit becomes cluttered and movement of passengers is difficult, hence a centre main usually spoils a day sail or a family boat.

(iv) The boom tends to bend. I list this under disadvantages since it is frequently a source of inefficiency ; the only virtue that I can think of is shock absorber action on a puffy day.

Summary.—If you can grow another hand in the middle of your chest you will never miss your old transom horse.

SPINNAKER CHUTES

Seamanlike.

SHROUD LEVERS

In " Mistrale " we have limited experience of shroud levers ; they were fitted to allow the mast to fall forward when sailing off the wind. They ease the helm and slacken the luff of the jib. We believe this improves our speed and still use them when we remember.

SAFETY IN A SEAFLY

The Seafly inverts when a capsize occurs due to the large buoyancy chambers under the side decks. It is therefore difficult to right and provides little to hang on to. One of the contestants at Plymouth noticed that the centre board resembles a guillotine in appearance and function ; so, if you should find yourself sliding about on the bottom of an upturned Seafly beware for your extremities.

Finally, STAY WITH YOUR BOAT UNTIL RESCUED ; never try to swim for shore. Distances are deceptive, and there are a number of cases on record when a good swimmer has drowned whilst heading for shore to raise the alarm, leaving as witness a non-swimmer who was subsequently rescued. It goes without saying that you will be wearing a buoyancy aid.

RULES OF MEASUREMENT AND CONSTRUCTION

1. One Design Class Requirements

The Measurement and Construction Rules are intended to preserve the " one design " character of the Class so that hull, sails and spars are as alike as possible whilst still preserving scope for minor variation in fittings.

2. Measurement

2:1—The Measurement Form is initially the verification of certain dimensions and must be substantiated by either a Seafly Class Measurer or a recognised Club Measurer. In addition to the particular dimensions, it is also an acceptance that the boat conforms to the drawings and Rules of Measurement and Construction.

2:2—Boats prior to and including C.46 are accepted within the Rules at the discretion of the Committee.

3. Hull Construction

3:1—The Keel Unit, Centre Board, Bilge Rubbers and dimensions of the hull should be within a commercial tolerance of plus or minus half an inch of the drawings.

3:2—*Wooden Hull* boats should have external panels of B.S. specification BSS.1088 marine plywood as a minimum standard.

Bottom panels	6 m.m.
Side panels	6 m.m.
Deck panels	4 m.m.

3:3—Where glass reinforced plastic is used in part or throughout the boat it should be of good and substantial construction in the approved ratio of between two and three parts of resin to one of glass. The builder should supply with G.R.P. or composite boats a certificate that this Rule has been met.

3:4—The *Registered Number* of the boat must be cut in figures (minimum one inch high) on the centre board capping.

3:5—A maximum of two *Self Bailers* are allowed in the hull, and transom drainage flaps may be fitted provided that the total drainage area does not exceed 54 square inches.

3:6—The *Centre Board* must be constructed of wood.

4. Sails

4:1—Sails are of *One Design* and available from the approved makers—Lucas and Sons of Portsmouth and Bowker and Budd Ltd. A separate Measurement Form should be completed by a local Measurer or Club official for all sails incorporating the existing measurements and the added dimensions of the "One Design" dated December, 1969. All sails to comply with this ruling from 1st January, 1971. The back of the Class Certificate to be endorsed by the local Measurer and each sail number quoted.

4:2—The *Mainsail* to be of $4\frac{1}{2}$ to $4\frac{3}{4}$ oz. white terylene with a red panel in which the Class insignia and boat number are displayed on both sides. Minimum height of numbers is 12 in. The head-board should be a maximum of 4 in. in depth, and transparent panels of any size are allowed. The sail must not be set on the spars beyond the black bands.

4:3—The *Jib* is to be of $4\frac{1}{2}$ to $4\frac{3}{4}$ oz. white terylene, and a jib strop of any length may be fitted. A transparent panel of any size may be fitted.

4:4—The *Spinnaker* is to be of $1\frac{1}{2}$ oz. nylon, with colour optional. The boat number must be displayed on both sides of the sail, minimum height of numbers to be 12 in.

5. Spars

5:1—The black bands on the mast and boom should be painted on as permanent marks.

5:2—The mast and boom may be made of wood or accepted aluminium alloy.

5:3—A Jib Stick is allowed, and a Spinnaker Pole is required when setting the spinnaker. These spars may be constructed of any material providing that they do not exceed the dimensions.

	Spinnaker Pole	*Jib Stick*
Maximum length	6 ft. 6 in.	5 ft. 3 in.
Maximum cross section ...	2 in. dia.	$1\frac{1}{4}$ in dia.

6. **Standing Rigging**

6:1—A forestay and single port and starboard shrouds will be fitted to the hounds on the mast. Simple spreaders (approximately 19 in.) should be fitted at a height of approximately 7 ft. 10 in. above the mast step.

6:2—Any form of kicking strap is allowed.

7. **Running Rigging and Fittings**

7:1—Jib Furling attachments are allowed and are deemed to act as a forestay (Rule 6:1).

7:2—The Jib fairleads must not be fitted outside the boat.

7:3—The mainsheet block and any track must not be fitted outside the boat.

7:4—The Spinnaker Pole or Jib Stick is fixed to the mast at one end when in use and set on the opposite tack to the mainsail except during the operation of gybing.

7:5—A Spinnaker Chute is allowed subject to its not impairing the structure of the boat or its buoyancy.

7:6—Other arrangements are optional.

8. **Rudder**

8:1—The Rudder Head and Blade, together with the tiller and extension, should be made of wood, and the drawing dimensions should not be exceeded.

8:2—The Rudder Blade may be fixed or lifting, but in the latter case it is recommended that an efficient downhaul device be fitted to prevent it lifting under way.

9. **Buoyancy**

9:1—Side Tanks must be built in as designed, and a minimum of 200 lbs. buoyancy is required in the bows. Forward buoyancy should be built in, but movable buoyancy is acceptable providing that it is secured in such a manner as to be effective under test.

9:2—The design of built-in buoyancy hatches is optional providing that they are effective and maintained in good condition. A maximum of two such hatches to each compartment is allowed.

9:3—Buoyancy must be certified annually as effective by an accredited Club official.

CLASS RACING RULES

1. The object of these Rules is to ensure as far as possible that racing is on equal terms.

2. A Class Certificate will be issued by the Class Secretary for any boat which conforms to the Rules of Measurement and Construction on the payment of a fee of 50p. Certificates may be transferred to new owners on the payment of a fee of 25p.

3. No boat is eligible to race in an Open Meeting Class Race unless it has a current Class Certificate and Buoyancy Certificate. One of the crew must be a paid-up member of the Seafly Class Association.

4. The Committee may require any part or parts of the boat, subject to the Rules, to be officially measured before awarding places (prizes) to the boats competing in open class racing or major events.

5. Racing crew shall consist of two or three persons including the helmsman.

6. No device or arrangement shall be used to extend outboard for use as a sheet lead or to support any member of the crew outboard.

7. Racing flags shall be secured in such a manner that they can be lowered by means of a halyard.

8. International code letter "X" shall be used as Class flag (blue square cross on white ground) except where local sailing rules may provide otherwise.

9. The sails must be "one design" (M. and C. Rule 4), but they may be reefed in any manner desired.

10. For championship events and the Dolphin Trophy award for Open Meetings, the entrant for these events should be THE HELMSMAN and not the boat. As a result, during racing the helmsman should be at the helm for the whole time. In exception to this the helmsman may leave the helm *temporarily* in the event of an emergency, such as a capsize. For local Class racing in clubs, the Club Sailing Committee has the option as to whether they extend this Rule to cover their local events.

MEASUREMENT FORM

Rule 2

I CERTIFY that Seafly Class Dinghy No. ..... has, to the best of my knowledge, been constructed in accordance with the Class Plans, Rules of Measurement and Construction and that the measurements recorded below are true and accurate.

Owner's Name .....

Address .....

.....

Name of Boat ..... No. of Boat .....

Completion Date ..... Builder .....

Construction (wood/fibreglass) .....

Sail Registration No.:

Main ..... Foresail ..... Spinnaker .....

Signed .....

Authorised Measurer .....

HULL

	Minimum	Actual	Maximum
1. Length overall	14 ft. 8½ in.		14 ft. 9½ in.
2. Length aft face of transom to aft face of mast	9 ft. 5½ in.		9 ft. 6½ in.
3. Length aft face of transom to centre of centre board hinge pin	7 ft. 9½ in.		7 ft. 10½ in.
4. Length aft face of transom to forward end of centre board slot	8 ft. 0¾ in.		8 ft. 1¾ in.
5. Length of centre board slot			
6. Depth top of mast step (including rubbing plate) to top of keel	1 ft. 10⅞ in.		1 ft. 11⅞ in.
7. Maximum width of centre board below keelband	——		1 ft. 2¼ in.
8. Maximum depth of centre board below keelband	——		3 ft. 3 in.
9. Bilge rubber depth over at least half length	¾ in.		1 in.
10. Bilge rubber length over at least half length	½ in.		
11. Bilge rubber length	4 ft. 5½ in.		
12. Rubbing strake maximum projection			1½ in.
13. Maximum beam to skin at deck level			5 ft. 9½ in.

Hull Sections are measured when set up with transom vertical, measurement 14, and underside of keel above lowest point of keel at 11 ft. 6 in. forward of transom 1 in.

HULL SECTIONS (at "T" aft face of transom)

	Minimum	Actual	Maximum
14. Base of transom above lowest point of keel	6 in.		6 in.
15. Chine above lowest point of keel	7 11/16 in.		8 11/16 in.
16. Gunwhale above lowest point of keel	1 ft. 7⅜ in.		1 ft. 8⅜ in.
17. Beam across chines	3 ft. 5⅜ in.		3 ft. 6⅜ in.
18. Beam at transom (to skin at deck level)	3 ft. 10 in.		3 ft. 11 in.
19. Height of chine above lowest point of keel	7 in.		8 in.
20. Height of gunwhale above lowest point of keel	1 ft. 9¾ in.		1 ft. 10¾ in.
21. Beam across chines	5 ft. 1 in.		5 ft. 2 in.
22. Beam to outside of skin at deck level at 7 ft. 6 in. forward of aft transom face	5 ft. 8¼ in.		5 ft. 9¼ in.

Hull (continued)

23. Beam to outside of skin at deck level 10 ft. 10 in. forward of aft transom face	5 ft. 0 in.	5 ft. 1 in.
24. At 11 ft. 6 in. forward of transom underside of keel above lowest point of keel	½ in.	1½ in.
25. Weight of hull (excluding centre board):		
Wood	240 lbs.	
G.R.P. and Composite ... (Correction weights fitted at ..... of weight .....)	255 lbs.	

MAST

	Minimum	*Actual*	*Maximum*
26. Maximum cross section width ...	——		2¾ in.
27. Maximum cross section depth ...	——		3¼ in.
28. Black band upper edge of lower band from mast step	——		1 ft. 8 in.
29. Black band lower edge of upper band from mast step	——		21 ft. 2 in.
30. Height of hounds above mast step	15 ft. 3¼ in.		15 ft. 4¼ in.
31. Weight including rigging	20 lbs.		——

TOTAL LENGTH 21' 8"

BOOM

	Minimum	*Actual*	*Maximum*
32. Maximum cross section width ...	——		3½ in.
33. Maximum cross section depth ...	——		3½ in.
34. Black band inner edge of band to luff groove	——		8 ft. 9 in.

NOTE—For glass reinforced plastic boats the following shall apply:

	Minimum	*Actual*	*Maximum*
6. Depth, top of mast step (including rubbing plate) to underside of keel excluding keelband) ...	2 ft. 1 7/8		2 ft. 2⅞ in.
12. Maximum beam measured over and including the rubbing strake			6 ft. 0½ in.

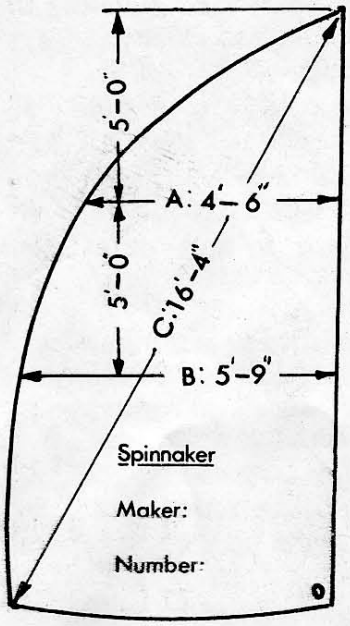
NOTE—Sail measurements are stated on separate form (Rule 4:1).

Sail Certificates

To be completed by an Accredited Measurer for *each sail* used. There is no need to send this to the Secretary, but it should be retained by the owner with the Certificate for production when required.

Seafly Dinghy

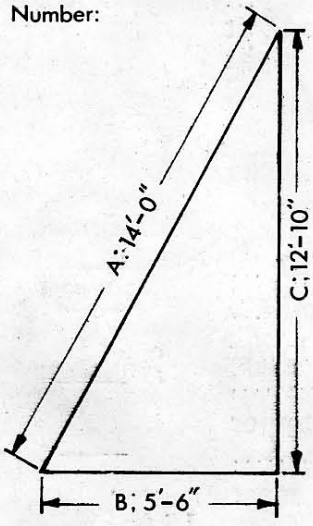
Sail Measurement Certificate

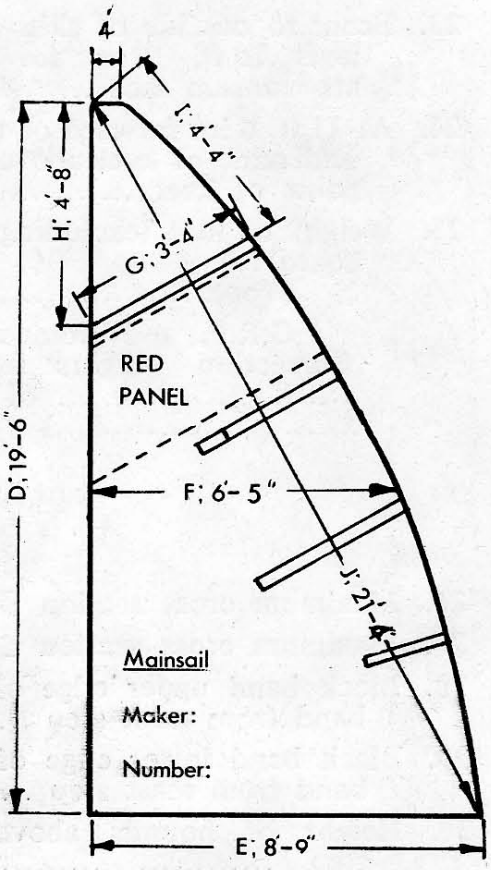


Jib

Maker:

Number:





MAIN & JIB

			Actual Dimension
A	Jib Luff	Maximum	
B	Jib Foot	Max.	
C	Jib Leach	± 2"	
D	Main Luff	Max. - with 30 lb tension (Black Band)	
E	Main Foot	Max. (Black Band)	
F	Main Half Height	Max.	
G	Top Batten	Max.	
H		± 2 in	
I		± 2 in	
J	Main Leach	Max.	

I certify that I have measured the sails detailed above and that they conform, within the stated limits, to the dimensions specified.

Signed _____ date _____

Name (bl.caps.) .....

Club .....

Off. Cap. .....

SPINNAKER

			Actual Dimension
A	Half-width 5 ft from top	± 2in	
B	Half-width 10 ft from top	± 2in	
C	Length from top to one corner	Max	

NOTES

1

Unless otherwise stated, no measurement may be more than 6 inches smaller than given.

2

The mainsail is to have 4 battens, none of which is to be longer than 42 inches. No other sail may be fitted with battens.

3

The Red Panel is to be about 36 inches in width.

PROCEDURE FOR OBTAINING A CLASS CERTIFICATE

New Boat

The Measurement Form and Sail Measurement Certificate (as part of the Rules of Measurement) should be completed by an Accredited Measurer (local Club) in accordance with the Rules. This should be forwarded to the Class Secretary with a registration fee of 50p. Assuming that the measurements are in tolerance a Certificate will be issued and the Measurement Form retained by the Association.

Re-Registering

On change of ownership, the Certificate must be renewed. If the original Certificate is available it should be returned to the Secretary with a fee of 25p and details of the new owner (name, address, club). If the original Certificate is not available, write to the Secretary with the fee, and, assuming that the original Certificate has been completed and filed, a new Certificate will be issued. *Duplicate* Certificates should be treated as re-registrations.

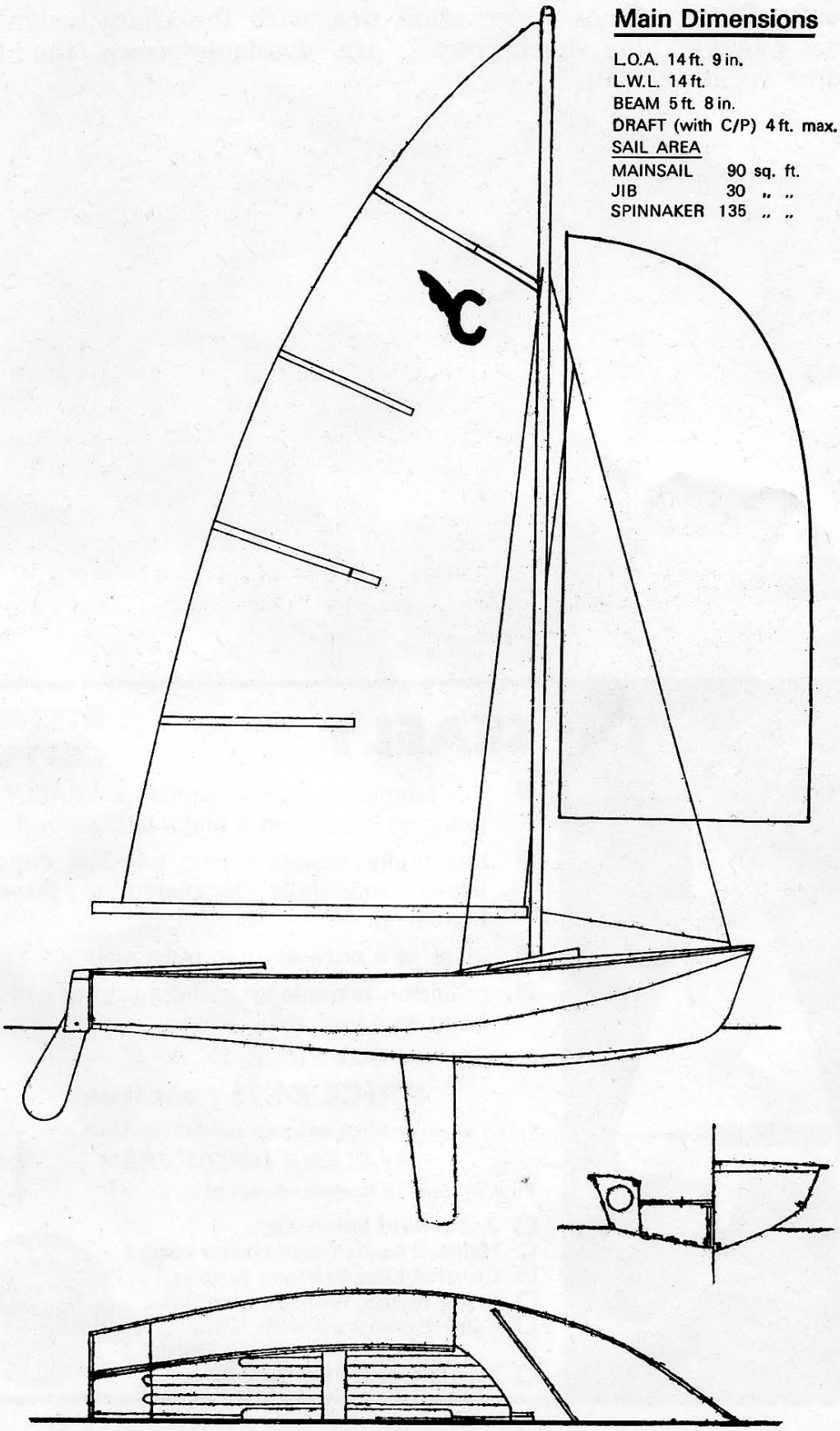
N.B.—The Certificate, when received, requires an annual endorsement of buoyancy entered on the reverse side.

Main Dimensions

L.O.A. 14 ft. 9 in.
L.W.L. 14 ft.
BEAM 5 ft. 8 in.
DRAFT (with C/P) 4 ft. max.

SAIL AREA

MAINSAIL	90 sq. ft.
JIB	30 ,, ,,
SPINNAKER	135 ,, ,,



MISCELLANEOUS

Seafly Dinghy Class Association ties, with the Class insignia in red on a navy blue background, are available from the Hon. Treasurer (price £1·00).