



**THE SEAFLY
DINGHY CLASS
ASSOCIATION**

HANDBOOK

1987

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THE SEAFLY DINGHY CLASS ASSOCIATION

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INTRODUCTION TO THE SEAFLY HANDBOOK

The Seafly dinghy was developed by Stan Herbert from an original design by J.V.Kelley in 1961 as a larger version of the Mayfly. It is hard-chined with the chine upswept at the bow to give the boat its very distinctive feature, and with its flat bottom it is designed to plane easily. It is a very good sea boat and cuts through waves. With its comparatively wide beam it is extremely stable and therefore ideal for the beginner and as a training boat for sailing schools. Also its large wide cockpit makes it very suitable as a family boat for cruising. As a racing boat, for which it is most widely used, it has a good performance with a Portsmouth Yardstick of 113, and with a large spinnaker it can be very lively even on a close reach. Trapezes are not permitted but Class rules allow racing three-up. Handling the boat is easy and it lends itself to sailors of all ages and ability.

The first builder was Stan Herbert of South Devon Boatbuilders at Dawlish. Construction was in wood until the first GRP hulls began to appear at the end of the sixties. Early boats had an after-deck which was soon dispensed with. From the beginning side buoyancy tanks were built in and apart from a few boats a full front buoyancy tank was standard. From about 1971 the front bulkhead was done away with and a much smaller 'half' buoyancy tank was fitted; this had the advantage of making it easier to fit a spinnaker chute while at the same time reducing the volume of buoyancy which tended to make the boat float too high in the water when capsized.

South Devon Boatbuilders also supplied building kits and many of these went overseas to Australia, Canada, Papua New Guinea and Ireland. Also some licences were granted for construction in those countries as well as in the U.K. Altogether some 130 sail numbers were allocated to overseas boats. Moores of Wroxham also built several batches of boats.

In 1974 South Devon Boatbuilders ceased trading and the copyright passed from Stan Herbert to Zygal Boats at Whitstable, Kent. Zygal produced GRP boats only but in 1978 licensed other boatbuilders to construct in wood, although not many were built in wood at that time, apart from a small batch by Dorset Dinghies. Zygal were unable to develop the sales outlets they had anticipated, particularly in Holland, and in 1978 passed the GRP moulds to Colin May of C.M.Marine at Christchurch, Dorset, with a licence to build in GRP. Colin May obtained the copyright in 1980 and continues to build in GRP to order to this day. Since 1979 hulls have been built by the foam sandwich

method of construction and for the last few years the decks and side tanks have been built in wood, giving a very attractive appearance.

Over the years the strict one-design concept has been preserved, while allowing changes to keep abreast of progressive trends. Originally only wooden Collar spars were carried and only Lucas sails were permitted, but when metal spars became available they were accepted and any sailmaker was allowed. The original transom sheeting gave way to centre tracks and more recently to hoops and strops. Self-bailers were adopted and also transom flaps. Today with an updated cockpit layout and all the modern sail controls the Seafly compares very favourably with the most up-to-date classes.

At the same time older boats have been reconstructed to bring them down to weight and with the latest gear and sails have proved that they can be more than a match for the newest boats.

The Seafly Dinghy Class Association exists to promote the Class and to this end publishes a Newsletter several times a year, besides taking a stand at Sailboat, the annual RYA Dinghy Show at the Crystal Palace in South London. Open meetings are arranged where there are recognised fleets at Blakeney SC, Seasalter SC, Worthing YC, Highcliffe SC, Starcross YC and South Cerney SC. A week-long National Championships is held during the summer school holidays.

After 26 years the Seafly Class, although small, is flourishing; as is evident from the numbers entering the Open Meetings and National Championships which remain remarkably constant. Association membership is around the hundred mark and we welcome new members.

Alan Green,
Secretary,
May 1987.

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:-

2.1. 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.

2.2. 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 other features and components of the boat.

2.3. To maintain a register of the owners and boat names and to issue Class Measurements Certificates to boats which conform with the Rules of the Seafly Dinghy Class.

2.4. To promote and/or 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.

2.5. 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:-

3.1. Full membership, which shall be open to any person or body corporate being an owner or part owner of a Seafly.

3.2. 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

4.1. The Annual Subscription shall be payable on application for membership. Renewal of subscriptions shall fall due on 1st January each year.

4.2. The amounts of the Annual Subscriptions shall be agreed by members at a General Meeting and shall remain in force until changed by members at a subsequent General Meeting.

4.3. 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.

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

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

4.6. The Committee may terminate the membership of any member whose subscription remains unpaid for more than three months from the due date, but 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

6.1. A fee is payable when returning a completed measurement form to the Association applying for boat registration and the issue of a Class

Measurement Certificate.

6.2. On re-registration on change of ownership or re-issue of a Class Measurement Certificate a fee is payable.

6.3. The amounts of the fees shall be agreed by members at a General Meeting and shall remain in force until changed by members at a subsequent General Meeting.

7. General Meetings

7.1. 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 Championships.

7.2. All members of the Association shall be notified of the place, date and time thereof, posted not less than six weeks before the meeting, and shall be supplied with an agenda thereof, posted at least two weeks before such meeting.

7.3. The business to be transacted thereat shall be:-

7.3.1. To receive the Chairman's report.

7.3.2. To receive the Secretary's report.

7.3.3. To receive the Treasurer's report and audited accounts.

7.3.4. To elect members of the Committee.

7.3.5. To elect Honorary Auditors.

7.3.6. Any other business pertinent to the meeting duly communicated under Paragraph 8.

8. Procedures

8.1. 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.

8.2. 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 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. Quorum

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 pre-paid 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, shall not invalidate that ballot or the proceedings at the meeting.

12. Officers

12.1. 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.

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

13. Committee

13.1. The Association shall be managed by a Committee which shall consist of eight elected Committee members. Any three members of the Committee shall form a quorum.

13.2. The Committee shall elect a Chairman, Hon. Treasurer and Hon. Secretary from its members and may:-

13.2.1. Appoint sub-committees and delegate to them such powers as it thinks fit.

13.2.2. Fill any vacancy by co-option.

13.2.3. Grant such honoraria and pay such expenses as it thinks proper.

13.2.4. Appoint an Assistant Secretary and/or a Hon. Publicity Officer.

13.2.5. Select and appoint Area Representatives and/or Official Measurers.

13.3. The Committee shall meet at the discretion of the Chairman or Secretary, or at the request of any Committee member.

14. Hon. Secretary

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. Hon. Treasurer

The Hon. Treasurer shall have charge of the funds of the Association, shall keep books of accounts, receive subscriptions, 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. Voting

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 rectification affecting these Constitutional Rules shall be determined by a majority of at least two-thirds of the votes cast.

17. Hon. Auditor

An Hon. Auditor shall be elected at each Annual General Meeting and shall hold office until the next succeeding Annual General Meeting, unless he/she be prevented by force of circumstances from continuing to hold office, in which case the Committee shall appoint a successor to hold office until the next Annual General Meeting.

18. Alteration of Constitutional Rules

18.1. 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, repeals or new rules as soon as possible.

18.2. Such alterations, revisions, repeals 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

19.1. It shall be necessary to give notice as aforesaid of any action 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.

19.2. 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. Interpretation of Rules

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.

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RULES OF MEASUREMENT AND CONSTRUCTION

1. General

1.1. The object of these Rules is to preserve the 'One Design' character of the Class so that the hull, sails and spars are as alike as possible whilst still preserving scope for minor variations in fittings.

1.2. These Rules are complementary to the drawings, measurement form and measurement diagrams. Any interpretation will be made by the Committee of the Seafly Dinghy Class Association (SDCA).

1.3. In the event of discrepancy between these rules, measurement form, measurement diagrams and/or drawings, the matter shall be referred to the SDCA Committee.

1.4. All boats shall be built and rigged in accordance with the drawings, class rules, measurement form and measurement diagrams. Boats built and registered before 1st August 1984 shall be accepted as within the rules at the discretion of the Committee.

2. Builders

2.1. The Seafly may be built by any amateur builder. An amateur shall not be allowed to build more than one Seafly per year.

2.2. Professional builders of the Seafly shall be only those given permission by the existing copyright holder and the sole licenced holder.

2.3. Professional builders shall be responsible for supplying boats within the measurement rules and specifications. The builder shall at his own expense correct or replace any boat which fails to pass measurement, provided that the boat is submitted for measurement within six months.

3. Building Fee

This fee, which may be revised from time to time, shall be paid to the copyright holder.

4. Registration

4.1. No boat is permitted to race in the class unless it has a valid measurement certificate and sail measurement certificate.

4.2. The copyright holder shall issue sail numbers which shall be consecutive.

4.3. The measurement certificate shall be obtained as follows:

4.3.1. The owner or builder shall apply to the copyright holder for a sail registration number, enclosing the building fee receipt.

4.3.2. The owner or builder shall have the boat measured by a measurer officially recognised by the SDCA (see rule 5.2.), who shall complete the prescribed measurement form.

4.3.3. The owner is responsible for sending the completed measurement form to the Secretary of the SDCA, together with any registration fee that may be required. On receipt of this the Secretary may issue a measurement certificate to the owner.

4.4. Change of ownership invalidates the certificate but shall not necessitate re-measurement. The new owner may apply to the Secretary of the SDCA for a new certificate, returning the old certificate, together with any re-registration fee required and stating the necessary particulars. A new certificate shall then be issued to the owner.

4.5. It is the owner's responsibility to ensure that his boat, spars, sails and equipment do not invalidate the certificate.

4.6. Notwithstanding anything contained in these rules the SDCA Committee shall have the power to refuse to grant a certificate to, or withdraw a certificate from, any boat.

4.7. The owner shall have all sails used for racing measured by a measurer officially recognised by the SDCA, who shall complete the prescribed sail measurement certificate. This certificate shall be retained by the owner.

5. Measurement

5.1. The measurement form is firstly the verification of certain dimensions and must be substantiated by a measurer recognised by the SDCA. Secondly the form is an acceptance that the boat conforms to the drawings and Class Rules of Measurement and Construction.

5.2. Recognised measurers are an official SDCA Measurer, an R.Y.A. Measurer or a recognised Club Measurer.

5.3. The measurer shall report on the measurement form anything he considers to be a departure from the intended nature and design of the boat, or to be against the general interest of the class, and a certificate may be refused, even if the specific requirements of the rules are satisfied.

5.4. A measurer shall not measure a boat, spars, sails or equipment owned or built by himself, or in which he is an interested party or has a vested interest.

5.5. New or substantially altered sails shall be measured by a measurer, who shall stamp or sign and date the sails near the tack. The details shall be recorded on the sail measurement certificate and the entry signed by the measurer or Secretary of the SDCA. For this purpose a Seafly fleet captain may act as a measurer.

5.6. All boats, spars, sails and equipment shall comply with the current rules. Boats built prior to and including C46 are accepted as within the rules at the discretion of the Committee of the SDCA.

5.7. All boats, spars, sails and equipment shall be liable to re-measurement at the discretion of the Committee of the SDCA or Race Committee.

5.8. Copies of drawings are available on the payment of a fee from the copyright holder or the Secretary of the SDCA.

6. Identification Marks

6.1. The class emblem shall be based on the letter 'C' and shall conform in shape and size to the pattern held by the SDCA. Copies may be obtained from the Secretary of the SDCA.

6.2. The boat's sail registration number shall be cut into the wooden thwart or centreboard capping in figures which are not less than 25 mm high. In a GRP hull it may be clearly shown on a plaque permanently fixed to the transom or aft end of the centreboard case.

6.3. The sail registration numbers and class emblems shall be placed on

both sides of the mainsail. Sail numbers only shall be placed on both sides of the spinnaker.

6.4. All emblems and numbers shall be of durable material and securely attached.

7. Hull

7.1. The hull shall be constructed of wood, glass reinforced plastic (GRP), including foam sandwich, or a combination of these materials. No other material shall be used for structural purposes except that it is permitted to use any low friction material on the inside of the centreboard case.

7.2. Unless specified otherwise the keel unit, centreboard case, centreboard, bilge, hull sections 1-6, transom, foredeck, kingpost, mast step, buoyancy chambers and floorboards shall comply with the drawings and/or moulds, within a commercial tolerance of ± 13 mm.

7.3. Additional stiffeners may be provided for the centreboard case, kingpost and floor.

7.4. Wooden Boat

7.4.1. The bottom panels and side panels shall be made of marine grade plywood (BS 1088) of nominal thickness of not less than 6 mm. The thickness shall not be less than 5.4 mm after sanding and scraping.

7.4.2. The deck panels shall be made of marine grade plywood of nominal thickness of not less than 4 mm. The thickness shall not be less than 3.6 mm after sanding and scraping.

7.5. Non-wooden Boat

7.5.1. A non-wooden boat shall not be inferior to a wooden boat in regard to safety, strength and buoyancy.

7.5.2. The hull shall if made in GRP be produced only by licenced builders from certified hull moulds. The SDCA shall have the right to measure these moulds.

7.5.3. No unauthorised alteration shall be made to hull moulds.

7.5.4. A recognised measurer shall check the dimensions of current GRP hulls and/or the hull moulds at intervals at the discretion of the SDCA Committee.

7.5.5. Any GRP used in the hull construction must be of good and substantial construction in the approved ratio of between two and three parts of resin to one part of glass. The builder shall supply with any GRP or composite boat a certificate that this specific rule has been met.

7.6. Hull measurement

7.6.1. The dimensions of the hull sections 1-7 shall be as shown on the Measurement Sheet No 1 and shall conform to the tolerances stated thereon.

7.6.2. The overall length excluding the gunwale, moulding, overlap and rudder fittings shall be 4496 mm \pm 13 mm between perpendiculars.

7.6.3. The maximum beam excluding the gunwale shall not be greater than 1765 mm.

7.6.4. The transom top may be shaped to a regular curve from the top of the side buoyancy chambers to a minimum transom depth at boat centre of 305 mm.

7.6.5. For wooden and composite boats the kingpost may be stiffened laterally.

7.6.6. For GRP boats the kingpost shall not be inferior in strength to those fitted in wooden and composite boats and the design shall be approved by the SDCA Committee.

7.6.7. Waveboards on the foredeck are optional.

7.7. Hull weight

7.7.1. The hull when painted and complete with all fixed fittings and toe straps, but without the centreboard, shall weigh not less than 108.9 kg. The initial weighing, or any re-weighing for the purpose of changing correctors, shall be done either:

7.7.1.1. Before the boat is launched for the first time, OR,

7.7.1.2. Provided the boat has been kept out of water, in a dry condition, with hatch covers removed, and cover off for at least fourteen days.

7.7.2. If the boat is found to be under weight at the time of measurement, correcting weights shall be fitted to bring the boat up to minimum permitted weight.

7.7.3. The combined weight of the correctors shall not exceed 4.5 kg.

7.7.4. The correctors shall be fixed at the level of the underside of the thwart in a visible position.

7.7.5. The total weight of the correctors fitted shall be shown on the measurement certificate.

7.7.6. No correctors shall be removed or altered without the boat being re-weighed by a recognised measurer.

7.8. Watertight compartments

7.8.1. Forward buoyancy:

7.8.1.1. Forward buoyancy must be built in and may be either a full compartment with bulkhead, or a half-tank. A minimum of 91 kg (91 lr) of buoyancy must be provided.

7.8.1.2. In the half forward buoyancy tank the distance from the aft face of the transom to the aft face of the tank shall not be more than 3395 mm nor less than 3030 mm. The height of the aft face measured from the inside of the bottom panel immediately adjacent to the hog shall be a minimum of 240 mm. This dimension shall not include any external stiffeners on the top face of the tank.

7.8.1.3. One spinnaker chute may be fitted into the foredeck. If the boat has a full forward buoyancy compartment a spinnaker launching tube may be fitted provided that it does not affect the structure of the boat and the forward buoyancy compartment remains watertight.

7.8.1.4. Moveable buoyancy is acceptable up to boat C46 provided it is secured in such a manner as to be effective.

7.8.2. Side buoyancy. Side buoyancy formers must be positioned as shown on the drawings but their dimensions may be altered so that the inner top edge can be bevelled or curved to a maximum depth of 100 mm below the original line. The radius of the moulding at the inner edge shall not exceed 38 mm. Each chamber must provide a minimum of 136 kg (136 lr) of buoyancy.

7.8.3. Hatches. No more than two removable hatches shall be fitted to each buoyancy tank to allow access. The opening shall not be less than 100 mm diameter.

7.8.4. Testing. Buoyancy must be tested and certified before the first measurement certificate is issued, by either a recognised measurer (see rule 5.2.) or a Seafly fleet captain. Thereafter buoyancy must be inspected and certified annually by a recognised measurer or a Seafly fleet captain, who shall endorse the measurement certificate. The inspector may require a test to be carried out. When testing, either of the following methods may be used:

7.8.4.1. A water test shall be conducted as follows:-

- (a) Hatches shall be closed normally using only the boat's own hatch covers and fasteners.
- (b) Drainage holes from buoyancy compartments shall be closed with their normal stoppers.
- (c) The boat shall be floated upright in a waterlogged condition with water overflowing the top of the centreboard case (or as near to overflowing as makes no difference) with two persons sitting in it. It shall remain in this condition for ten minutes and then be emptied.
- (d) The buoyancy compartments shall be inspected for leakage immediately after completion of (c). There shall be no more than 5 litres of water in any buoyancy compartment.

7.8.4.2. An air pressure test shall be conducted as follows:-

- (a) Hatches shall be closed normally using only the boat's own hatch covers and fasteners.
- (b) Drainage holes from buoyancy compartments shall be closed with their normal stoppers, except where tubes to a pressure/vacuum source and gauge are connected.

- (c) Equipment for producing and assessing pressure differentials between the buoyancy compartment and the surrounding atmosphere and including a 'U' tube water gauge, shall be connected to the compartment.
- (d) Super-atmospheric or sub-atmospheric pressure shall be applied to the compartment, sufficient to produce a differential reading of at least 127 mm on the water gauge.
- (e) After isolating the buoyancy compartment from the pressure or vacuum source, the pressure differential specified in (d) above shall not reduce from 127 mm to 51 mm in less than 30 seconds.

7.8.5. Notwithstanding the above, the watertightness of the buoyancy is ultimately the owner's responsibility.

7.9. Hog - Wooden boat

7.9.1. Aft of the centreboard box the depth of the hog shall be 51mm \pm 3 mm and the width shall be 53 mm \pm 3 mm.

7.9.2. Forward of the centreboard box the depth of the hog shall be 76 mm \pm 3 mm and the width shall be 53 mm \pm 3 mm.

7.10. Bottom boards - Wooden boat

7.10.1. Bottom boards shall be fitted. There shall be four boards evenly spaced either side of the centre line:

- (a) The length of each board shall be not less than 2450 mm.
- (b) The width of each board shall be 51 mm \pm 3 mm.
- (c) Within 300 mm of the ends the thickness may be tapered down to 6 mm. Except for that distance the thickness shall be 12 mm \pm 3 mm.

7.10.2. Alternatively bottom boards may consist of plywood panels of 4 mm thickness. The panels must not extend within 50 mm of the side tanks and hog, and must be not less in area than the total area of the boards defined in rule 7.10.1., i.e. 0.13 square metre.

7.11. Hull sections

7.11.1. The measurements shall conform to Measurement Sheet No 1 and be within the stated tolerances.

7.11.2. The position of the intermediate sections shall be established by measuring with the tape lying along the straight edge.

7.12. Centreboard case

7.12.1. The forward end of the centreboard case may be stiffened by one lateral strut, not more than 50 mm wide when viewed in plan, and/or an extension of the centreboard case capping piece forward to join the kingpost.

7.12.2. When a wooden centreboard case capping piece is used, its width shall be $100 \text{ mm} \pm 13 \text{ mm}$ and its thickness shall be a minimum of 11 mm.

7.12.3. The centreboard case may be strengthened by knees, the total of which shall not exceed two on each side of the centreboard case. The dimensions of each knee shall not exceed 50 mm in width and 320 mm in height including base.

7.12.4. The distance from the aft face of the transom to the forward end of the centreboard slot shall be $2470 \text{ mm} \pm 13 \text{ mm}$.

7.12.5. The maximum length of the centreboard slot shall be 1207 mm.

7.12.6. Slot closure strips are permitted.

7.13. Centreboard pivot

The distance from the aft face of the transom to the centre of the pivot pin shall be $2387 \text{ mm} \pm 13 \text{ mm}$.

7.14. Mast step

7.14.1. The mast shall be stepped on the top of the kingpost.

7.14.2. The distance from the top of the mast step to the outside of the hull including the protective bands shall be $670 \text{ mm} \pm 13 \text{ mm}$.

7.14.3. The distance from the aft face of the transom to the outer edge of the mast luff groove at the mast step shall be $2895 \text{ mm} \pm 13 \text{ mm}$.

7.14.4. The mast must not be capable of being moved outside these tolerances.

7.15. Carlin

7.15.1. The carlin may be of continuous curved construction. The carlin must originate at the intersection of the topside and the buoyancy bulkhead.

7.15.2. The aft edge of the foredeck shall not be forward of the aft face of the mast.

7.16. Gunwale rubbers

7.16.1. The gunwale rubbers shall extend the full length of the gunwales.

7.16.2. The outer edges of the gunwale rubbers shall not project more than 38 mm nor less than 23 mm from the outside of the hull when measured at 90 degrees to the face of the skin. They may be tapered to nothing over a distance of 900 mm at the ends.

7.16.2. The depth of the gunwale rubbers shall not be less than 25 mm.

7.17. Bilge rubbers

7.17.1. There shall be one bilge rubber either side of the centre line on the outside of the hull.

7.17.2. The minimum length of each bilge rubber shall be 1359 mm and the maximum length shall be 2500 mm.

7.17.3. For GRP hulls the section shall be triangular with rounded corners. The base which is fixed to the hull shall be $50 \text{ mm} \pm 15 \text{ mm}$ and the bottom width shall be $16 \text{ mm} \pm 5 \text{ mm}$. The aft section must be level with the transom and the forward 102 mm may be fared into the hull.

7.17.4. For wooden boats, for over half the length of each bilge rubber, the depth shall be $22 \text{ mm} \pm 3 \text{ mm}$ and the width shall be $16 \text{ mm} \pm 3 \text{ mm}$. Alternatively the bilge rubbers may be of the same length and cross-section as for GRP boats (rule 7.17.3).

7.18. Thwart

7.18.1. The thwart shall be made from wood or GRP or a combination

of these materials.

7.18.2. The minimum width of the thwart shall be 190 mm.

7.18.3. The minimum thickness of the thwart shall be 12 mm.

7.18.4. The centre of the thwart shall be firmly fixed on to the top of the centreboard case.

7.18.5. The distance from the aft face of the transom to the forward edge of the thwart shall be 1956 ± 13 mm.

7.19. Protective bands

Protective bands shall be fixed along the centre of the outside of the hull from stem to transom. Maximum width shall be 14 mm and maximum depth 5 mm.

8. Shroud positions

8.1. The lower end of the shrouds and their associated fittings shall be attached to the shroud plates which shall be fitted to the outside of the hull. Alternatively shroud tensioners may be fitted below the deck level.

8.2. The distance from the aft face of the transom to the centre line of the shroud plates or the centre of the shroud shall be $2450 \text{ mm} \pm 25 \text{ mm}$.

8.3. Shroud levers may be fitted above the shroud plates.

9. Centreboard

9.1. The centreboard shall be made of wood or GRP or a combination of these materials.

9.2. The centreboard shall have no moving parts and when housed in the centreboard case it shall not extend above the sheerline or below the hull.

9.3. The fore and aft section may be of any profile.

9.4. The centreboard below the waterline shall not exceed a thickness of 26 mm when complete with its protective coating.

- 9.5. Protective strips may be applied to the edges.
- 9.6. Cut-outs and ballasting in the centreboard are prohibited.
- 9.7. The maximum width of the centreboard at the keelband shall be 362 mm.
- 9.8. The maximum depth of the centreboard below the keelband shall be 991 mm.
- 9.9. When fully extended no part of the leading edge of the centreboard shall be more than 25 mm forward of the front edge of the centreboard slot.
- 9.10. The measurements shall conform to Measurement Sheet No 2 and be within the stated tolerances.

10. Rudder and Tiller

- 10.1. The rudder blade shall be made of wood or GRP or a combination of these materials.
- 10.2. The rudder blade fore and aft section may be of any profile.
- 10.3. The rudder blade shall have no moving parts.
- 10.4. The rudder blade below the waterline shall not exceed a thickness of 26 mm when complete with its protective coating.
- 10.5. The maximum depth of the rudder blade below the bottom edge of the transom including protective band shall be 762 mm.
- 10.6. The maximum area of the rudder blade below the bottom edge of the transom including protective band shall be 0.16 square metre.
- 10.7. The rudder head can be made of any material and the design is optional.
- 10.8. The tiller and tiller extension can be made from any material and the design is optional.
- 10.9. The rudder shall be fixed to the transom so that it cannot become detached from the boat during a capsize.

10.10. 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.

11. Wear and Damage

On a check measurement the SDCA Committee may allow additional tolerance for obvious wear and damage on wooden or GRP parts.

12. Mast

12.1. The mast shall be made of aluminium alloy or wood and shall be stayed by one pair of shrouds with spreaders, plus one forestay and/or luff wire of the foresail. For the purpose of measuring, the heel of the mast shall not include the tenon.

12.2. The distance from the mast step to the hounds shall be 4667 mm \pm 13 mm.

12.3. The distance from the heel to the top bearing surface of the jib halyard sheave shall be 4638 mm \pm 50 mm.

12.4. The maximum distance from the heel to the top bearing surface of the spinnaker halyard sheave shall be 4788 mm.

12.5. The distance from the heel to the centre of the spreader attachment shall be approximately 2388 mm.

12.6. The minimum weight including rigging shall be 9.1 kg.

12.7. Jib furling attachments are allowed.

13. Boom

13.1. The boom shall be made of aluminium alloy or wood.

13.2. Booms shall pass through a circular ring of 105 mm diameter. Fixed fittings serving solely to attach sheets, outhaul, kicking strap and spinnaker pole to the boom are excluded from having to pass through the 105 mm ring.

14. Mast bands

14.1. The mast shall carry two permanently painted bands of a colour

strongly contrasting with the colour of the mast. They shall not be less than 10 mm in width and not more than 15 mm.

14.2. The distance from the mast step to the upper edge of the lower band shall be not less than 508 mm. When racing the top of the boom shall not come below the upper edge of the lower band.

14.3. The distance from the mast step to the lower edge of the upper band shall be not more than 6452 mm. When racing no part of the mainsail shall extend above the lower edge of the upper band.

15. Boom band

15.1. The boom shall carry a permanently painted band of a colour strongly contrasting with the colour of the boom. It shall not be less than 10 mm in width.

15.2. With the boom fitted on the gooseneck and at right angles to the mast, the distance between the downward projection of the outer edge of the luff groove and the forward edge of the band shall not exceed 2667 mm. When racing no part of the mainsail shall extend aft of the forward edge of this band.

16. Sails

16.1. The sails shall be made of woven material and measured in accordance with the current IYRU sail measurement instructions unless the Class rules specify a different method; see rule 4.7.

16.2. All measurements shall be taken along the surface of the sail and between the points specified in the instructions incorporated in the sail measurement certificate.

16.3. Each sail shall be passed by a measurer officially recognised by the SDCA (see rule 5.2) or a Seafly fleet captain, who shall sign and date it on the tack. Details (maker and number) shall be entered on the sail measurement certificate.

16.4 Mainsail

16.4.1. The woven material used for the mainsail shall have a minimum weight of 152 gm per sq. metre and a maximum weight of 203 gm per sq. metre.

16.4.2. The sail shall be white with a red panel as shown on the Sail Measurement Certificate. The red panel width shall be a minimum of 762 mm and a maximum of 1000 mm.

16.4.3. The leech measurement shall be a minimum of 6350 mm and a maximum of 6502 mm.

16.4.4. The cross-width measurement at half height shall be a minimum of 1803 mm and a maximum of 1956 mm.

16.4.5. The headboard shall not exceed 102 mm in width.

16.4.6. The number of battens in the mainsail shall be four. The top three battens shall not exceed 1067 mm in length and the bottom batten shall not exceed 813 mm in length. The battens shall not exceed 50 mm in width.

16.4.7. The distance from the upper edge of the top batten pocket at the leech to the head shall be a minimum of 1270 mm and a maximum of 1372 mm.

16.4.8. The distance from the upper edge of the top batten pocket at the luff to the head shall be a minimum of 1372 mm and a maximum of 1473 mm.

16.4.9. The top batten pocket shall extend to the luff rope and shall have a minimum length of 864 mm and a maximum length of 1016 mm.

16.4.10. The spacing between the battens and between the bottom batten and the bolt rope at the clew shall not vary more than 51 mm measured along the leech.

16.4.11. The cunningham hole shall not be more than 178 mm above the tack eye measured along the luff rope.

16.4.12. One transparent panel may be fitted to the mainsail. It shall not exceed 0.2 sq metre in area nor be less than 150 mm from any edge of the sail.

16.4.13. A double luffed or loosefooted mainsail is prohibited.

16.5. Foresail

16.5.1. The woven material used for the foresail shall have a minimum weight of 152 gm per sq. metre and a maximum weight of 203 gm per sq. metre.

16.5.2. The leech measurement shall be a minimum of 3861 mm and a maximum of 3962 mm.

16.5.3. The luff measurement shall be a minimum of 4115 mm and a maximum of 4267 mm.

16.5.4. The foot measurement shall be a minimum of 1524 mm and a maximum of 1676 mm.

16.5.5. The distance from the head of the foresail to half way along the foot shall be a minimum of 3988 mm and a maximum of 4140 mm.

16.5.6. No battens or any other form of stiffening are allowed in the foresail other than reinforcing patches of similar material to that of the sail.

16.5.7. One transparent panel may be fitted to the foresail. It shall not exceed 0.15 sq. metre in area nor be less than 150 mm from any edge of the sail.

16.6. Spinnaker

16.6.1. The woven material used for the spinnaker shall have a maximum weight of 50.5 gm per sq. metre.

16.6.2. When measuring, the sail shall be folded in half with the tack and clew laid on top of each other, and laid on the floor as flat as possible with just sufficient tension to remove wrinkles along the luffs, the middle fold and the foot of the sail.

16.6.3. The length of the leeches shall be a minimum of 4420 mm and a maximum of 4572 mm.

16.6.4. The width across the half folded sail 1524 mm vertically down from the head shall be a minimum of 1321 mm and a maximum of 1422 mm.

16.6.5. The width across the half folded sail 3048 mm vertically down from the head shall be a minimum of 1702 mm and a maximum of 1803 mm.

16.6.6. The distance from the head to the centre fold at the foot shall be a minimum of 4826 mm and a maximum of 4978 mm.

16.7. Racing numbers

The sail numbers shall be of the following dimensions:

Height	305 mm
Width	200 mm (Except number 1)
Thickness	45 mm

Space between adjoining numbers: 60 mm.

17. Spinnaker boom

17.1. The spinnaker boom may be made of wood or aluminium alloy.

17.2. The maximum length including fittings shall be 1982 mm.

17.3. The maximum cross section shall be 51 mm.

18. Jib stick

18.1. The jib stick may be made of any material.

18.2. The maximum length shall be 1600 mm.

18.3. The maximum cross section shall be 32 mm.

19. Crew

19.1. The boat shall be raced by a crew of two or three persons.

19.2. The total weight of clothing or equipment worn or carried by a competitor, including any buoyancy apparatus, shall not exceed 15 kg when wet. To test this, all clothing worn or carried by the competitor shall be thoroughly soaked for 5 minutes by submerging in water, and shall then be suspended to permit ready draining and allowed to drain for one minute, at the end of which period the weight shall be recorded.

20. Self-bailers

20.1. A maximum of two self-bailers may be fitted.

20.2. A maximum of two transom drainage ports may be fitted.

20.3. The total drainage area shall not exceed 348 sq. cm.

21. Sheet leads

No sheet lead shall project beyond the outside edge of the gunwale rubbers or transom.

22. Mainsheet fittings

No part of the mainsheet track shall project beyond the outside edge of the gunwale rubbers or transom when viewed in plan.

23. Prohibitions

The following are prohibited:

23.1. Hydraulic and pneumatic equipment.

23.2. Sheets or halyards led through watertight compartments.

23.3. Materials containing carbon fibres.

23.4. Sail zippers.

23.5. Any apparatus or contrivance outboard or extending outboard, the purpose of which is or may be to support or assist in supporting a member of the crew outboard or partially outboard.

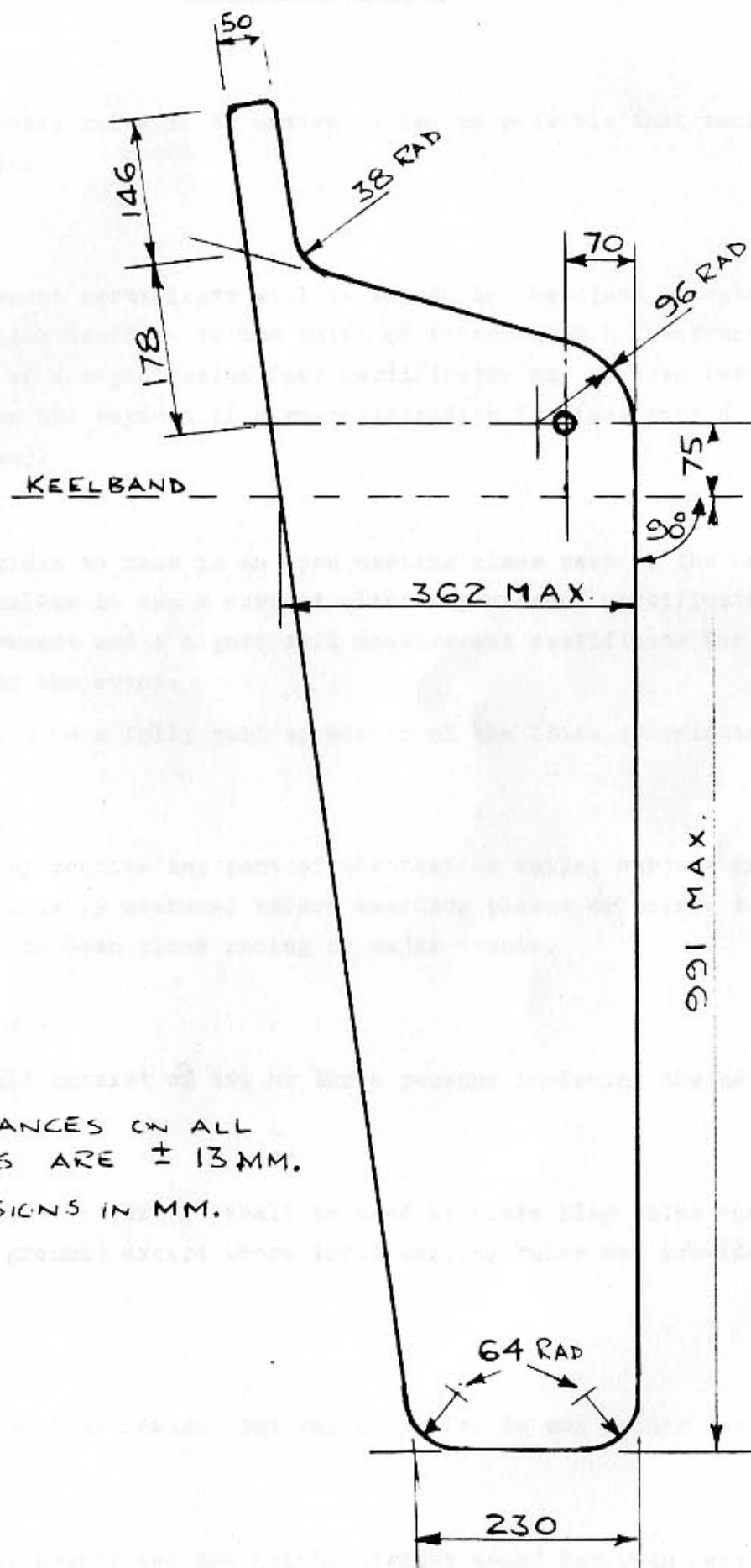
Revised to January 1987.

HULL SECTION DIMENSIONS						
Hull Section	Position	Keel underside above lowest point of keel	Chine above lowest point of keel	Gunwale at deck level above lowest point of keel	Beam across chines	Beam to outside of skin at deck level
1	4039 mm forward of aft face of transom	76 mm	606 mm	711 mm	730 mm	781 mm
2	3505 mm forward of aft face of transom	*25 mm	448 mm	648 mm	1270 mm	1381 mm
2A	3302 mm forward of aft face of transom	19 mm	391 mm	638 mm	1410 mm	*1537 mm
3	2896 mm forward of aft face of transom	-	292 mm	594 mm	1514 mm	1683 mm
4	2286 mm forward of aft face of transom	-	*190 mm	*565 mm	*1562 mm	*1746 mm
5	1524 mm forward of aft face of transom	32 mm	156 mm	533 mm	1476 mm	1629 mm
6	762 mm forward of aft face of transom	89 mm	171 mm	514 mm	1295 mm	1422 mm
7	Aft face of transom	*152 mm	*208 mm	*505 mm	*1064 mm	*1181 mm

All dimensions to be ± 13 mm.

* denotes dimension on measurement form.

Hull to be measured resting on a flat surface with the lowest part of the transom 152 mm above the flat surface.

CENTRE BOARDMEASUREMENT SHEET NO. 2

THE TOLERANCES ON ALL
DIMENSIONS ARE ± 13 MM.
ALL DIMENSIONS IN MM.

CLASS RACING RULES1. Object

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

2. Registration

A class measurement certificate will be issued by the Class Secretary for any boat which conforms to the Rules of Measurement & Construction on the payment of a registration fee. Certificates may be transferred to new owners on the payment of a re-registration fee (see para 6 of the Constitution).

3. Eligibility

No boat is eligible to race in an Open Meeting class race or the National Championships unless it has a current class measurement certificate with buoyancy endorsement and a signed sail measurement certificate for each sail used during the event.

The helmsman must be a fully paid up member of the Class Association.

4. Measuring

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

5. Crew

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

6. Class Flag

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

7. Sails

The sails must be "One Design" but may be reefed in any manner desired.

8. Entrant

For championship events and the Dolphin Trophy award for Open Meetings,

the entrant for these events shall be the Helmsman and not the boat. As a result the helmsman should be at the helm for the whole time during racing. 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 the clubs, the Club Sailing Committee has the option as to whether they extend this rule to cover their local events.

9. 720° Turns

Under Appendix 3 of the International Yacht Racing Rules - Alternative Penalties for infringement of a Rule of Part IV - a helmsman may exonerate himself/herself from an infringement during the National Championships or Open Meetings staged by the Seafly Dinghy Class Association by executing two 360° turns.

PROCEDURE FOR OBTAINING A CLASS CERTIFICATE

1. New Boat

1.1. The measurement form and sail measurement certificate (as part of of the rules of measurement) should be completed by a recognised measurer in accordance with Rule 5 of the Rules of Measurement & Construction. The measurement form only should be forwarded to the Class Secretary with the registration fee. Assuming that the measurements are in tolerance a Measurement Certificate will be issued and the measurement form retained by the Secretary.

1.2. The sail measurement certificate should be retained by the owner.

2. Re-registering

On change of ownership the Measurement Certificate must be renewed. If the original certificate is available it should be returned to the Secretary with the re-registration fee and details of the new owner, i.e. name, address, telephone number and club name. If the original certificate is not available, write to the Secretary with the fee, and assuming that the original measurement form has been satisfactorily completed and filed, a new certificate will be issued. Duplicate certificates should be treated as re-registrations.

3. Bouyancy endorsement

The Measurement Certificate, when received, requires an annual endorsement of satisfactory buoyancy entered on the reverse side. (see Rule 7.8.4. of the Rules of Measurement & Construction.)

4. Fees

The amounts of the fees shall be agreed by members at a General Meeting and shall remain in force until changed by the members at a subsequent General Meeting.

TUNING THE SEAFLY

No hard and fast rules exist for tuning any boat and the same can be said about the Seafly. What may work on one boat could prove disastrous on another. What works on one stretch of water will fail on another. Each boat is different, as are masts, sails and crew. Ideal combinations on the open sea will need modification and adjustment for inland sailing. However to try to help those first embarking in the Seafly class, and maybe a few others too, these notes have been prepared by two members with considerable experience. By necessity much has to be basic and by the very nature of boat tuning some of the advice may be controversial but it is hoped that some members may benefit by reading on.

Masts

Designs of mast seem to come and go as fashions change but the general principles apply to all. For a lightweight crew the top section of the mast needs to "sag off" in heavy puffs enabling the main to lose power. Therefore light crews need a soft bendy mast section while a heavier crew should have a stiffer mast. Sailing water should also be considered as a stiffer mast is more suitable on flatter water.

Mast Rake

Years ago 6" of mast rake was considered the normal. Now three times that figure is commonplace and on open sea in strong winds even 20" or more. As the mast is raked back the slot between jib and mainsail is opened, which will de-power the rig and prevent the boat from being overpowered. However this will obviously affect pointing angle. To get better pointing, rake the mast nearer to the vertical; for better boat speed in higher winds rake the mast back. To measure mast rake, set the boat up level, attach a weight to the main halyard and measure the distance from the end of the halyard to the gooseneck.

Spreaders

The shape of the mast under load is controlled by the spreaders and is arguably the most important part of tuning. The length and angle of the spreaders control the fore and aft bend of the mast and its sideways stiffness. This in turn affects the pointing angle and power in the rig. If the spreaders are lengthened the mast is stiffened with less sideways bend to windward or leeward, which will improve pointing. If the spreaders are

shortened the mast will be allowed to deflect, the top section bending to windward in a breeze.

The fore and aft angle will depend to a large extent on the cut of the mainsail. As the spreaders are angled further back the mast will bend forward giving pre-bend. This will have the effect of flattening the mainsail and de-powering the rig. To tune adjustable spreaders start from a neutral position with the shrouds, when viewed from deck to hounds, in a straight line. Sail your boat like this in varying wind and sea conditions and soon you will recognise your position in the fleet. Once you have established your "norm" try a radical spreader adjustment. Note what you have done and note its effect over a period of time. Only time, patience and experiment accompanied by note taking will eventually give the ultimate spreader position. Always note down your spreader positions; ideally they should be adjusted before each race to suit the conditions.

Rig Tension

Generally rig tension should increase as wind strength increases but at no time should the jib luff fall away from a straight line.

Sails - Jib

A general rule of thumb is that sails should be as full as possible within the weight and capabilities of the crew. A heavyweight crew sailing out at sea can manage full sails whereas a lightweight crew sailing on flat inland waters is better suited with flatter sails. Over the past few years jib sheeting has become very variable on the Seafly and will very much depend on the boat and type of sail. Generally, in light winds the jib should be sheeted more inboard closer to the centreline. In strong winds the fairlead position should move further outboard. The position is critical as any movement will affect the slot between jib and mainsail and getting this slot right will dramatically affect performance, with better boat speed and higher pointing. Ideally the slot between jib leech and main luff should be parallel, easily seen when on shore with both sails set for a beat and viewed from leeward. If the main backwinds on the beat it is almost certain that the sheeting position is too close to the centreline.

Mainsail

With the disappearance of transom sheeting, all mainsail sheeting today is from the centre of the boom but should not be just led to the top of the

centreboard casing. Any length of sheet between the boom and its fixing will allow the boom to fall away and nullify any advantage of the centre sheeting. Therefore a hoop or wire strop should be used so as to raise the fixed position to just beneath the boom. Both systems have their virtues. A strop is light and simple; a hoop makes an ideal handle for hauling oneself aboard after a capsize. If a track is fitted the boom can be kept central by setting the carriage slightly to windward.

Today mainsails are normally cut full and full controls will give total adjustment of its shape. As wind increases the fullness in the main will have to be lost. The clew outhaul will flatten the sail and the cunningham will hold the centre of effort forward in the sail as the wind increases. Both these controls will keep the main leech open and decrease the power of the wind in the sail. Ideally use as little cunningham tension as possible, just enough in light winds to remove wrinkles from the luff, and only increase tension when necessary as the wind strength increases. The clew outhaul must be adjusted by trial and error. Don't guess the position of the clew; put markers on the boom.

Kicking Strap.

A major control for the mainsail is of course the kicker. With the advent of lever kickers and muscle boxes enormous forces are nowadays exerted on Seaflly rigs and booms will bend alarmingly unless of the stiffest section. When beating and reaching in light winds little tension on the kicker is needed but more will be required as the wind increases. This will flatten the sail and hook the leech providing more power but in higher winds still the kicker must be eased to open the leech and spill wind from the main to prevent being overpowered.

When on a run the opposite is true and the kicker must be tensioned harder as the wind increases. A set of tell-tales flowing from the leech will readily indicate the effect of the kicker. Sail close hauled in a constant wind and observe the tell-tales when adjustment is made to the kicker; they should flow evenly from the leech.

Spinnaker

Seaflly sailors talk of full and flat spinnakers but a Seaflly "kite" could never be described as flat. Clearly the flatter it is the closer it can be carried to the wind but there soon comes a time when the intelligent sailor gives up the struggle and douses the spinnaker on close reaches. There are

many systems now in use aimed at speeding up the process of handling the spinnaker but none can beat a well-practiced and efficient crew. However for the technically minded the pole system used on 505s takes some beating. Before venturing into the expense of fitting up such a system, or a two pole system, it would be advantageous to talk to other sailors in the dinghy park.

Centreboards and Rudders

Books have been written about the cross-sectional shape of foils and it is a subject far too detailed for notes such as these. In recent years the old "spoon" rudder has fallen into disuse and a parallel or tapered blade is generally now used. These can now be six inches longer than the original length, albeit a bit narrower to remain within the area limit; this is an improvement of benefit when sailing in heavy seas, when the old shape spent more time out of the water than in it. Keep blades clean and free from damage along all edges. Ensure that both rudder and centreboard can be fully lowered perpendicular to the hull; use an elastic strong enough to hold the rudder fully down on a fast plane while allowing it to lift if it strikes an object.

Conclusion

Finally, to repeat what was said at the beginning, tuning is a matter of constant trial and error to observe the effect. Perhaps the ideal method is to sail against one other boat, with only one boat making an adjustment at a time. The best advice is to read the books written by the experts, of which there are many and bound to be some in your local library. Alternatively, talk to the leading sailors in your fleet but remember that they may well wish to keep their best secrets to themselves.

TROPHIES OF THE ASSOCIATION

1. Trophies presented to the Association for the National Championships.

The National Championship Trophy -

Presented by B.I.F.Canton Esq., for the overall winner.

The Sussex Salver -

Presented by Arun Yacht Club for the first championship race winner.

The Lucas Cup -

Presented by W.G.Lucas & Sons for the second championship race winner.

The Chairman's Cup -

Presented by L.D.Lanham Esq., for the third championship race winner.

The Herbert Trophy -

Presented by S.Herbert Esq., for the fourth championship race winner.

The City of Plymouth Cup -

Presented by the Lord Mayor and Corporation of Plymouth for the fifth championship race winner.

The Brixham Yacht Club Trophy -

Presented by Brixham Yacht Club for the practice race winner.

The Amazing Crew Trophy -

Presented by C.May Esq., for the crew of the overall winning boat.

2. Other Trophies.

The Dolphin Trophy -

Presented by the Association for the highest number of points obtained at Open Meetings during one season.

The Canberra Trophy -

Presented by Canberra Yacht Club for the club with the best three boats, calculated on overall points, at the National Championships.

NATIONAL CHAMPIONSHIPS - PAST WINNERS

<u>Year</u>	<u>Venue</u>	<u>Helmsman</u>	<u>Boat No</u>	<u>Club</u>	<u>Entries</u>
1963	Plymouth	D.Reader	C 14	Starcross Y.C.	-
1964	Arun Y.C.	B.Canton	C 66	Starcross Y.C.	-
1965	Arun Y.C.	R.Houghton	C 57	Highcliffe S.C.	-
1966	Highcliffe S.C.	M.Thurgar	C 68	Worthing Y.C.	-
1967	Highcliffe S.C.	E.Summers	C 122	Highcliffe S.C.	30
1968	Worthing Y.C.	E.Summers	C 122	Highcliffe S.C.	24
1969	Highcliffe S.C.	G.Kennett	C 107	Dell Quay S.C.	29
1970	Seasalter S.C.	R.Houghton	C 122	Highcliffe S.C.	19
1971	Royal Western Y.C.	M.Arthur	C 205	Blakeney S.C.	30
1972	Worthing Y.C.	K.Slater	C 418	Highcliffe S.C.	27
1973	Highcliffe S.C.	M.Arthur	C 205	Blakeney S.C.	40
1974	Seasalter S.C.	C.May	C 422	Highcliffe S.C.	34
1975	Royal Western Y.C.	D.Tarrant	C 339	South Cerney SC.	49
1976	Worthing Y.C.	B.Blogg	C 290	Blakeney S.C.	33
1977	Brancaster Staithe S.C.	D.Black	C 459	Highcliffe S.C.	37
1978	Highcliffe S.C.	R.Cooper	C 422	Worthing Y.C.	42
1979	Seasalter S.C.	C.May	C 622	Highcliffe S.C.	28
1980	R.Plymouth Corinthian SC	M.Arthur	C 279	Blakeney S.C.	36
1981	Worthing Y.C.	D.Black	C 451	Highcliffe S.C.	27
1982	Seasalter S.C.	A.McPherson	C 636	Highcliffe S.C.	18
1983	Highcliffe S.C.	A.McPherson	C 636	Highcliffe S.C.	30
1984	Brixham Y.C.	E.Arthur	C 279	Blakeney S.C.	36
1985	Worthing Y.C.	E.Arthur	C 279	Blakeney S.C.	25
1986	Seasalter S.C.	A.Brook	C 183	Starcross Y.C.	26

CANBERRA TROPHY - PAST WINNERS

1976	Blakeney S.C.	B.Blogg, M.Arthur, R.Beavis.
1977	Blakeney S.C.	M.Arthur, B.Blogg, J.Perryman.
1978	Highcliffe S.C.	D.Black, J.Slater, I.Phillips.
1979	Blakeney S.C.	M.Arthur, R.Perryman, D.Scovell.
1980	Highcliffe S.C.	D.Black, J.Slater, C.May.
1981	Highcliffe S.C.	D.Black, J.Slater, C.May.
1982	(Highcliffe S.C. (Worthing Y.C.	A.McPherson, I.Mansfield, B.Thomas. M.Hartnell, A.Green, D.Stewart.
1983	Highcliffe S.C.	A.McPherson, J.Slater, A.Summers.
1984	Highcliffe S.C.	N.Summers, C.May, A.Summers.
1985	Highcliffe S.C.	A.Summers, I.Mansfield, P.Jones.
1986	Highcliffe S.C.	C.May, I.Mansfield, D.Hughes.

DOLPHIN TROPHY - PAST WINNERS

1967	E.Summers	Highcliffe S.C.	1976	R.Flower	Seasalter S.C.
1968	E.Summers	Highcliffe S.C.	1977	-	
1969	B.Colbourne	Worthing Y.C.	1978	R.Cooper	Worthing Y.C.
1970	C.Verrey	South Cerney S.C.	1979	D.Black	Highcliffe S.C.
1971	G.Thomas	Highcliffe S.C.	1980	D.Black	Highcliffe S.C.
1972	J.Cornforth	Worthing Y.C.	1981 - 1984		???
1973	H.Venables	Seasalter S.C.	1985	A.Summers	Highcliffe S.C.
1974	M.Thurgar	Worthing Y.C.	1986	A.Brook	Starcross Y.C.
1975	P.Scovell	Worthing Y.C.			

CLUBS WHERE THERE ARE MEMBERS OF THE SEAFLY DINGHY CLASS ASSOCIATION

*Blakeney Sailing Club	Norfolk
Chew Valley Lake Sailing Club	Avon
Cotswold Sailing Club	Gloucestershire
Denham Sailing Club	Buckinghamshire
Fishers Green Sailing Club	Hertfordshire
Havering Sailing Association	Essex
Hertford County Yacht Club	Hertfordshire
*Highcliffe Sailing Club	Dorset
Island Sailing Club	Isle of Wight
Lilliput Sailing Club	Dorset
Lympstone Sailing Club	Devon
Newcastle Yacht Club	Co. Down, Northern Ireland
Ripon Sailing Club	North Yorkshire
Rutland Water Sailing Club	Leicestershire
*Starcross Yacht Club	Devon
*Seasalter Sailing Club	Kent
Sittingbourne Sailing Club	Kent
*South Cerney Sailing Club	Gloucestershire
Thornton Steward Sailing Club	North Yorkshire
Weir Wood Sailing Club	Kent
Wimbleball Sailing Club	Devon
*Worthing Yacht Club	West Sussex
Dittisham Sailing Club	Devon
*Clubs which hold Open Meetings.	

OVERSEAS - Canada Australia Papua New Guinea.

Notes

