

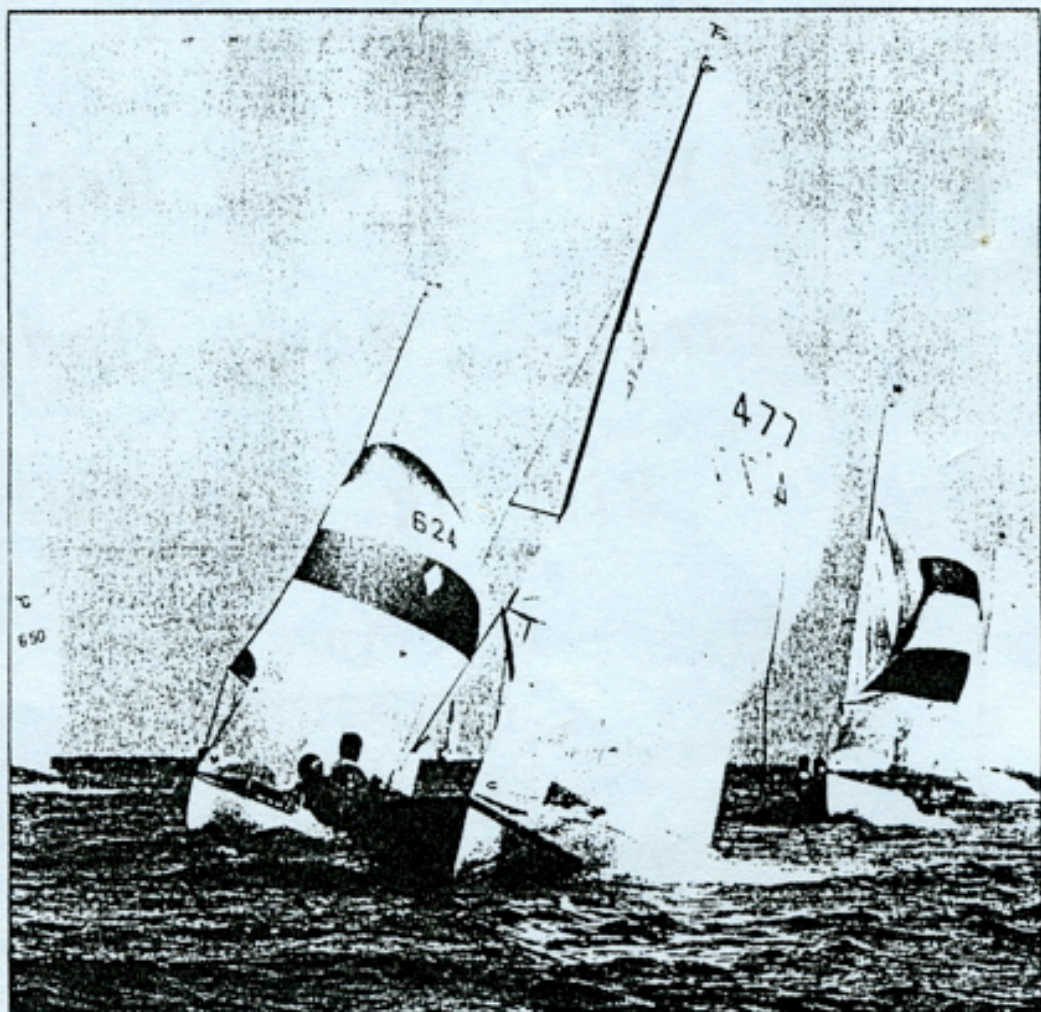
Autumn
1990

SEAFLY
DINGHY
CLASS
ASSOC



Seafly in the '90s

NEWSLETTER



C. M. MARINE

(COLIN E. K. MAY)

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DISCLAIMER

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

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At the end of every decade one always reflects on the past ten years, whilst the 70's were the decade of increasing numbers of dinghy owners, the 80's saw a vast, general decline; in numbers in all classes. the Seafly fleet being no exemption.

I would like to think we could look forward to another resurgence in the 90's but we have a lot of competition from sailboards, other sports and recreational activities.

One of the breeding grounds for sailers were the Universities and Colleges and this is continuing to a certain extent, but we must be aware that if we are going to increase numbers in the Association and the fleets around the clubs we must appeal to a wider range of people. That does not mean changing the design or making it into a single hander or trapeze boat. What it does mean is being more open, friendly, outward looking, not to be some elitist group from Highcliffe or wherever.

An editor of a newsletter can no way do this on his own it needs a joint, concerted effort from the top helms in the fleet to the newcomers. I hope the newsletter will be a vehicle to continue the good work that previous editors have done. I cannot compete with Ian's wit but I hope I can offer ideas and encouragement to others.

So if you have any views, comments, jokes , stories, moans, let me have them. Especially you Fleet Captains put pen to paper and lets hear all the news.

Copy date for the next issue will be 1st Dec 1990.

Publishing date 1st Jan 1991

Thereafter the dates will be:

	Copy Date	Publishing Date
	1st April 1991	1st May 1991
(Interim Copy)	20th June 1991	20th July 1991
	1st Oct 1991	1St Nov 1991
	1st Dec 1991	1St Dec 1991

Mike Robinson

CHAIRMANS CORNER

Having sat in this chair as editor for so many years it may take a little more time to adjust to the notion that, for the time being, it has become the Chairman's chair. It was never very comfortable and always required strong medicine before sitting down to it. As someone else once remarked, "The more things change, the more they are the same". and he wasn't even a Seafly sailor. Enough of paradox.

Having been a member of the Association for nearly 20 years, I have seen Chairmans come and go and all have been a fine example. Not least of these has been David Hughes and we are fortunate that his enthusiasm as a sailor and an active supporter of the Class are not lost to us. We are certainly most grateful for his steady hand on the tiller over the past 4 years.

You are fortunate in having a new Editor in Mike Robinson. He will bring a fresh look to the Newsletter that is somewhat over due. In a sense, the Newsletter is the Class and to bring out regular and timely copies is second in importance only to the Secretary who is the cement which holds us all together.

The sailing has been good in 1990 and a variety of names both familiar and new have featured in the racing results. We may have wished for more travellers at the Open Meetings earlier in the year but with the last big event still to go don't start laying your boats up for the winter yet. There is still a chance for glory at the Inland Championships which will be held this year at Spinnaker Lake near Ringwood during November. Although the day will be short, three or four races are being promised with a good chance of high pressure providing the sort of breathless day that inland sailors love.

If you are laying your boat up for the winter then let me wish you a **Happy New Year** already and looking forward to seeing you on the water in 1991. Anyone who wants to make that sooner rather than later, the first of the season is on 5 January at the Queen Mary Club in Staines.

Ian Mansfield.

SECRETARIE'S REPORT

1. ANNUAL GENERAL MEETING of the Seafly Dinghy Class Association 8th August 1990

Some 25 members and supporters attended the AGM held during the National Championships at Seasalter SC. On matters arising from the 1989 minutes the Secretary reported that two potential builders had been approached but nothing had so far transpired. The Chairman explained that the owner of the copyright, Colin May, had to agree to negotiate with any potential builder. The meeting thought that the Association should own the copyright and empowered the Committee to spend a reasonable amount on purchasing it, if it could be negotiated.

The Chairman, while thanking those who were attending the National Championships, was concerned at the slowly declining numbers at events and hoped for a good turnout at the Inland Championships at Spinnaker SC on the 24 November. He welcomed newcomers Rob York, Mark Appleby and Jim McClean to the Nationals.

The Secretary was pleased to report that membership had been maintained at around 100, also that the Association again had a stand at the Dinghy Show. He thought that the Class should consider whether to hold the Nationals over a long weekend, rather than a week, to attract more entries. He regretted that the cruising version of the Seafly had not materialised. He thanked the Chairman, David Hughes, who was standing down after four years in office.

The Treasurer reported an increase in income greater than additional expenditure; subscriptions from late payers in 1989 had more than covered extra Dinghy Show costs. There was a healthy balance of £958.

The Committee for 1990/91 was elected as follows:

Chairman:	I Mansfield	Highcliffe SC
Secretary:	A Green	Starcross YC
Treasurer:	T Hoyle	Highcliffe SC

Newsletter Editor:	M Robinson	"	"
Members:	D Cotgrove	Starcross YC	
	M Hartnell	Worthing YC	
	B Howe	Highcliffe SC	
	D Hughes	"	"
	C May	"	"

Three propositions to amend the Class Racing Rules were debated. The first, stating that the helmsman at Open Meetings and Inland Championships must be Full or Associate members, and for the National Championships must be Full members, was carried unanimously.

The second, proposing that the Seafly could be raced single-handed at Opens and Championships, was debated at length but the meeting rejected the idea. It was felt that the boat was designed as a two-hander and there was much concern about the safety aspect. The third proposition, classifying Seafly events as Category A in the RYA's definitions, was carried.

A member enquired whether Rule 7.10.2 of the Rules of Measurement & Construction could be amended to allow the additional panel, in place of floor slats, to cover the whole of the bottom of the boat, instead of leaving a 50mm 'gap' along the hog and side tanks, which he considered a weakness. The Committee agreed to look into the problem.

2.. Future National Championships

The general decline in numbers attending the Nationals leads me to wonder whether some changes in format and/or venue might be desirable.

Many of the smaller dinghy classes now hold their Championships over a two or three day weekend - very few now have a whole week. Most clubs are no longer prepared to put on a week-long event unless 40-50 boats can be guaranteed.

A three-day weekend would mean two races each day if we were to have a Practice and five Championship races. This would obviously detract from the "family" aspect of the event and might put off more entrants than it would gain. Are there

members who do not attend a week-long event but who would enter a three-day weekend?

As to venues, the Association already accepts sharing with another Class Championship, using the same course with separate starts. I think this may well have to be extended to taking part in a Club Sailing Week, albeit with separate starts, but sharing the same course with club boats of all types and ability.

We must also consider where to go in 1992. If we want to stick to the traditional West Country venue every fourth year, Brixham YC have hosted us twice and would no doubt do so again, sharing with another class. I understand that launching and car parking facilities are now much improved. Rock SC, near Padstow in Cornwall, has been suggested but the water can be restricted at certain states of the tide and it is not always possible to set an Olympic course. Starcross YC is a very pleasant club but again cannot set Olympic courses although it provides good racing. Or there is Plymouth, where there is plenty of room to set good courses in the Sound. Any other suggestions?

Please let me have your views soon because the Committee will need to consider the 1992 venue early next year as clubs get booked up.

3. New Members

Welcome to the following new members who have joined the Association this season. We hope to see you at one or other of our events.

Jim Frost	C ?	Highcliffe SC
Dr Duncan McFadyen	C 633	Starcross YC
D Farr	C 38	Lee-on-Solent SC

4. 1991 Dinghy Show

We have applied for a stand at Sailboat '91 and hope to be in our usual position in Hall Two. The venue is the Crystal Palace Sports Centre in South London and the dates are 2/3 March 1991. Hope to see you there.

5. 1991 National Championships

The 1991 Nationals will be at Highcliffe SC. Dates not definite at the time of writing but the weeks beginning 28 July or 11 August have been mentioned.

6. Dolphin Trophy

Following the Worthing Open Meeting, Ian Mansfield leads the points race with 18, followed by Paul Taylor (20, Mike Robinson (27 3/4) and David Hughes (30). So it all depends on the outcome of the Inland Championships at Spinnaker SC on 24 November.

7. Your Last Chance

In August I wrote to the 19 members who had not re-joined this year. So far only three have responded. This is your last change to pay your 1990 subscription before your name is deleted from the circulation list. Just £7 will keep your name intact.

PROMOTION MATTERS

It is hoped to have a regular feature on promotional matters. The committee will be looking into ways of promoting the class in the sailing world in general, but there is a lot the individual can do to help.

I know it can be quite arduous travelling away from home waters, but it is great fun and the commenderie is that much better when away. The Bloody Mary is a big sailing event held in January (400 plus entering). This year five Seaflyes entered, one more and we would have qualified as a recognised class. It is hoped to keep you well updated with forthcoming events so that diaries can be planned well in advance. You may be thinking it is only for the top sailors with the new boats, let me assure you that all will be made very welcome, and you never know it may be your day to win. We always look on it as an adventure, especially going to new places.

If you went to the Dinghy Show in March and saw the Seafly stand, you may have noticed how professional the stand looked, with some good sized photographs mounted on felt covered screening, and a video made at Starcross.

If you have any ideas on promoting the class then drop me a line.

FUTURE EVENTS

- 18 NOV 90 Solent Dinghy Charity Pursuit at Lymington
Town S.C. First start 10.30hrs.Details 0590674514
- 5 Jan 91 Bloody Mary, Pursuit Race, Details to follow
- 2/3 Mar 91 Sailboat 91 Dinghy Show.

Fleet Captians please let me have details of open events as soon as they come available.

EVENT REPORTS

STARCROSS HOWLER

30 June/ 1 July

The gales forecast for the weekend kept the entry down to 15 boats with a total of 5 visitors from Worthing and Highcliffe. With winds of force 4 gusting to 6, capsizes and gear failure were a feature of the weekend. Russ Gibbs and Phil Rowe recorded four firsts and only one capsize in a borrowed boat.

Dart sailors, Paul Bartlett and Mark Philip, also in a borrowed boat had three seconds and some gear failure. Andy Woolner with Andy Pearce managed four thirds to give them third overall. Ian Mansfield with Louise, from Highcliffe had a good start in the first race and led the fleet for a couple of laps until spectacular capsize put them out of that race and resultant gear failure prevented them starting the second.

In the same race Mike and Simon Robinson had the first of eight capsizes, evenso they managed to finish every race and only suffered a very bent wind indicator.

Alan Brook with Nick Rundle bettered the Mansfields with a whole series of most spectacular capsizes until, getting it right in the last race managed to get a second. Ken and David Bartlett were always just behind the leading pack and had third, fourth and a sixth in spite of a broken centre plate in the first race and serious collision damage in the second.

Overall Results:(Worthing Open)

1st	627	Russ & Phil Rowe	Starcross
2nd	404	Paul Bartlett/Mark Philips	Starcross
3rd	101	Andy Woolner/Andy Pearce	Starcross
4th	44	Ken & David Bartlett	Starcross
5th	648	Alan Brook/Nick Rundle	Starcross
6th	470	Mike & Simon Robinson	Highcliffe

BLAKENEY OPEN

12TH/13TH May

Three Seaflies raced and the results were:

1st	620	Frank Bassett	Blakeney
2nd	624	Paul & Simon Taylor	Highcliffe
3rd	388	Mac Hambling	Blakeney

HIGHCLIFFE OPEN

16TH/17TH June

Over 70 boats attended the Dinghy Open at Highcliffe in June. Of these, 11 were Seaflies with visitors from Seasalter and Worthing. Adrian Summer's brand new 652 was launched on Saturday morning and was much admired. The series was of 4 races with 3 to count.

Saturday was a bright day with a gentle sea breeze blowing into the bay from the South-West. Adrian Summers with Norman hack demonstrated that his boat was both beautiful and fast, was first to the windward mark. Thereafter he pulled out a convincing lead and cruised home to finish. Behind him the racing was tighter but Ian and Louise Mansfield just held Ron Cockwell to third.

In race 2 the first race leaders got the start entirely wrong and it was David and Christine Hughes who dominated with Paul and Simon Taylor in hot pursuit. Adrian was required to display some character to lift himself from the pack which he did to take the second spot from the Taylors. The Mansfields also recovered but only to fourth.

After the Saturday night barbie, Sunday looked dull with a low pressure system to the West bringing a South-Easterly strengthening to 3/4 by the afternoon. Adrian made no mistake about race 3 and the weekend by again leading from start to finish. the tussle behind him for second between the Taylors and the Hughes was won by the Taylors.

With his overall win secure, Adrian decided to sit out for the last race but the following order was still in doubt. Pete and Chris Jones sailed a good first beat but were pipped to windward mark by the Mansfields. These 2 held this order to the finish and it was the Taylors who won the race for the 3rd spot.

OVERALL RESULTS

1st	652	Adrian Summers/Norman Hack	Highcliffe
2nd	642	Ian & Louise Mansfield	Highcliffe
3rd	638	David & Christine Hughes	Highcliffe
4th	624	Paul & Simon Taylor	Highcliffe

WORTHING OPEN

15th/16th Sept

Fifteen boats contested the Worthing Open which was held in moderate Easterly winds. The combination of wind from an unusual quarter and sailing times well after high tide meant that even the locals had difficulty finding the best route up the beats.

The first race, on Saturday afternoon, saw Mike Robinson sailing 470 in clear air at the start whilst many of the fleet congregated at the committee boat end. At the windward mark, 470 rounded first with Paul Taylor in 624 and Ian Mansfield in 642 chasing. The Taylors were first to fly their spinnaker and took the lead at the wing mark. However, Paul found his strategy up the beat was not working on this occasion and he lost two places to the Robinsons and Mansfields by overstanding the windward mark. The Taylors offwind speed made good their loss and they had regained the lead by the end of the run. During the race, the wind had veered from East to South-East and Paul repeated his earlier mistake by failing to tack onto starboard immediately at the leeward mark. Consequently, he overstood the windward mark letting the Robinsons and the Mansfields through again. These positions were then held to the finish, Mike & Simon Robinson was first, Ian & Helen Mansfield were second, Paul & Simon Taylor were third and Peter & Chris Jones was fourth.

Sunday brought similar Easterly winds and some more friends from Highcliffe. The second race saw Ian Mansfield in 642 and Rob York in 477 get away to a flying start and lead the fleet around the windward

mark by about 100yds. David Hughes lead the rest of the pack and there was some very close racing, with shifting winds and holes in the wind, even so, the pack closed up on Ian and Rob. On the last beat Mike Robinson broke free of the pack and overhauled first Rob and then Ian, with only 20yds to go before the finish. David & Christine Hughes was fourth.

Two wins in two races meant that Mike Robinson had won the series with a race in hand. The remaining placings would be decided in the last race. Race three started with some boats over the the line. The lead was contested by the Robinsons, Hughes, Mansfields and the Taylors.

Mike Robinson rounded the windward mark first only to be overtaken on the reach by Ian and Paul with David in hot pursuit. However, the second beat saw Ron Cockwell in 646 come through from the lefthand side of the course to take first place. A position which he never lost. David Hughes were now in second with Ian and Mike contesting 3rd place until Ian learned he was one of the premature starters. He then retired, leaving Mike in 3rd place and Eric Sales, sailing 650 , in 4th.

Overall, Highcliffe sailors took the first six places. Mike Robinson, with two wins, won the event and the Colbourne Trophy. Ian Mansfield was second and David Hughes third.

RESULTS

	BOAT	RACE 1	RACE 2	RACE 3	POINTS
Mike Robinson	470	1	1	3	1.5
Ian Mansfield	642	2	2	-	4
David Hughes	638	-	4	2	6
Ron Cockwell	646	-	6	1	7
Paul Taylor	624	3	5	5	8
Peter Jones	645	4	9	6	10

SEAFLY NATIONAL CHAMPIONSHIPS - SEASALTER

5TH-10TH August

Seventeen Seaflyies assembled at Seasalter SC in very hot weather for the National Championship. With some some light weather and lake sailing expertise in the fleet there was an expectation of close racing, with visitors from Worthing, Highcliffe Starcross and Croydon Mariners. Wind did prove problematic and the sea breezes which prevailed along the South Coast that week failed to materialise in Whitstable Bay.

The week started promisingly enough with a moderate North-Westerly. Mike and Simon Robinson winning the practise race. In the first race of the series Adrian Summers crewed by Norman Hack led at the first mark, closely followed by Alan Brook of Starcross and Ian and Louise Mansfield. In spite of close racing and frequent place changing among the a leading group of five or six boats, this was still the order at the finish of an exciting race.

The two short races sailed back-to-back on Wednesday in light and fluky airs yielded results that ran against this early form and opened the championship right up. They were won respectively by Rob and Jackie York and Peter and Chris Jones, with Summers and David Hughes securing second places. The next day gave the fleet a brisker breeze from the South-West, and Summers opened up a commanding lead from Robinson, Hughes and Mansfield. Brook finding these these conditions to his liking, worked his way through to the leading group, but Summers seemed unassailable until told of his disqualification for not signing on the the declaration sheet before the going afloat. This race was awarded to Mike Robinson with Hughes second, and it left Summers needing to ensure that he was two places in front of Hughes in the last race in order to save the championship. Again the wind, which had appeared promising, began to fail. The theorists, hugging the shore out of the spring flood, were proved wrong, and Tim Hoyle rounded the windward mark first in a dying breeze, pursued by Hughes, Cockwell and Summers.

The race officer had already decided to shorten after the second round when a big wind suddenly filled in from the South-East and nearly upset the second order placings, but by this time Summers was back in command with Hoyle second and Hughes fourth behind Cockwell.

1990 SEAFLY NATIONALS

NAME of HELM	BOAT No	Practice Race	1 st Race	2 nd Race	3 rd Race	4 th Race	5 th Race	TOTAL POINTS	FINAL POSITION
Adrian Summers	652	Rtd	0.75	2	6	Dsq	0.8	9.5	1
David Hughes	638	8	4	3	2	2	4	11	2
Ron Cockwell	646	4	5	5	11	4	3	17	3
Rob York	477	5	6	4	0.8	10	7	17.75	4
Tim Hoyle	649	7	8	9	5	5	2	20	5
Ian Mansfield	642	3	3	6	12	6	5	20	6
Alen Brook	648	2	2	13	8	3	10	23	7
Mike Robinson	470	0.75	7	15	13	0.8	6	26.75	8
Eric Sales	650	10	12	12	4	8	8	32	9
Barry Thomas	640	14	11	8	7	9	11	35	10
Paul Taylor	624	6	10	14	9	7	9	35	11
Brian Howe	644	9	13	10	3	Dsq	14	40	12
Peter Jones	645	12	9	0.8	14	13	13	35.75	12
Mark Appleby	392	11	14	11	10	11	12	44	14
Mike Hartnell	626	13	15	7	15	12	15	49	15
Brian Robinson	96	15	16	17	Rtd	14	16	63	16
John McClean	454	Dns	Rtd	16	Rtd	Rtd	17	67	17

1990 SEAFLY NATIONALS - Boat Survey

NAME of HELM	BOAT No	Manufacturer of Boat	Manufacturer of Sails Main - Jib - Spin			Manufacturer of Spars	Helm/Crew Weight
Adrian Summer	652	C.May/A.Summers	Hood	Hood	Hood	Super Spars	21 St
David Hughes	638	C.May	Alpha	Alpha	Alpha	Proctor	
Ron Cockwell	646	C.May	Banks	Banks	Banks	Super Spars	
Rob York	477	H/B R.FOWLER	Hood	Hood	Alpha	Super Spars	20.5 St
Tim Hoyle	649	C.May	Banks	Banks	Banks	Super Spars	
Ian Mansfield	642	C.May	Banks/Ullman		Banks	Super Spars	21 St
Alen Brook	648	C.May/A.Brook	MacNamara - all			Proctor/SS	
Mike Robinson	470	H/B	Banks	Banks	Banks	Super Spars	21.25 St
Eric Sales	650	C.May	MacNamara - all			Proctor/Needle	
Barry Thomas	640	C.May/B.Thomas	Banks	Banks	Banks	Proctor/SS	25 St
Paul Taylor	624	J.Slater	Batt	Batt	Batt	Super Spars	
Brian Howe	644	C.May/B.Howe	Ullman	Banks	Ullman	Holmspar	
Peter Jones	645	C.May	Hood	Hood	Hood	Super Spars	20 St
Mark Appleby	392	Kit/South Devon	Holt	Holt	Scove	Proctor	
Mike Hartnell	626	South Devon	Mountfield		Banks	Proctor(Beta)	
Brian Robinson	96	South Devon	Banks	Anderson	Bank	Proctor	
John McClean	454	South Devon	Zgul	H/M	?	Needle Spar	

CRUISING SEAFLY

I was hoping to tell you about the new cruising Seafly from the stable of Colin May, but he is not ready to publicize it yet. Maybe we will have something in the next issue in January.

CRUISING AREAS

This is a chance for all you cruising types to put pen to paper and share the journeys trips, whatever with fellow cruisers. Let us know about your favourite place, pubs near at hand when cruising. You never know you might convert some of the races into the more sedate way of sailing.

CLUB REPORTS

SOUTH CERNEY

Still in existence but having a hard time. The two regular Seafly of David Tarrant and Morriss Churchill have been relegated to the Handicap fleet. With no open meeting this year I hope we will be able to see David and Morriss at the Inlands in November.

STARCROSS

No report as such, but I hear they are pretty active on the Exe. David you must try and encourage a few more to travel.

Worthing

Eight Seaflies sailed from Worthing this year with almost all of them regularly on the water. The Class Points Series was won by Andy Norman and Ray Howard in 95 with David and Jenny Stewart second in 119 and Brian and Diane Robinson third in 96. Three boats went to the Nationals at Seasalter and had a most enjoyable week, returning with renewed enthusiasm. Jim and Jan McClean (434) have now got much newer sails and Brian and Diane have benefited from the competition.

Patsy and Phillipa Carney have left for green pastures back in Ireland and Andrew Raper has gone to University. As the season draws

to a close, the remaining ambition is to avoid winning the "Down the Pan Trophy". This is awarded annually to the helm who achieves the most notable fiasco of the season.

HIGHCLIFFE

We have had a very active season with three new Seafly helms. Ten to twelve boats have been racing regularly and Highcliffe taking the Canberra Cup once again it has been a very successful year. We look forward to holding the Nationals next year, July 29th to the 2nd August seems favourite, but that has to be confirmed yet.

BLAKENEY

No report, but if there is anyone out there !!!! please drop me a line and we can put it in the next newsletter.

STARCROSS

No report.

LETTERS TO THE EDITOR

IAM SAVING THIS SPOT FOR ALL YOUR LETTERS THAT ARE GOING TO COME FLOODING, BEFORE THE NEXT ISSUE IN JANUARY

DON'T worry about the spelling or things like that. The computer checks it all.

PROFILES

Yes, we are even going to have a section on interviews, or what makes people tick---!!!***

So watch this space to find out what makes a Champ.

ODDS AND ENDS

In this section will put all items that aren't covered by the other sections. Such as latest tuning techniques, boat repairs, new gear tests in fact anything that might be of interest to budding helms or crews.

BOAT SPEED or VIEW FROM THE BACK OF THE FLEET

It is always a problem when you buy an old boat, spend hours taking off twenty layers of old paint, filling, rubbing down, painting, rubbing down and then a final application of the most expensive two pot polyurathane only to find that the boat is too heavy and sails like a pig.....

OK maybe all you want is a good seaworthy boat for taking the kids out on a weekend or you just want to take your friends out for a cruise. You are not worried about boat-speed, mast-rake, rig tension and all that jargon. Racing is another world and you are quite happy as you are.

BUT beware!!! You never know when the racing bug will take hold. The time may come when you want to learn a bit more, you may have just completed a sailing course and want to put everything you have learnt into action, whatever the reason one day you might want to **RACE** the Seafly you own.

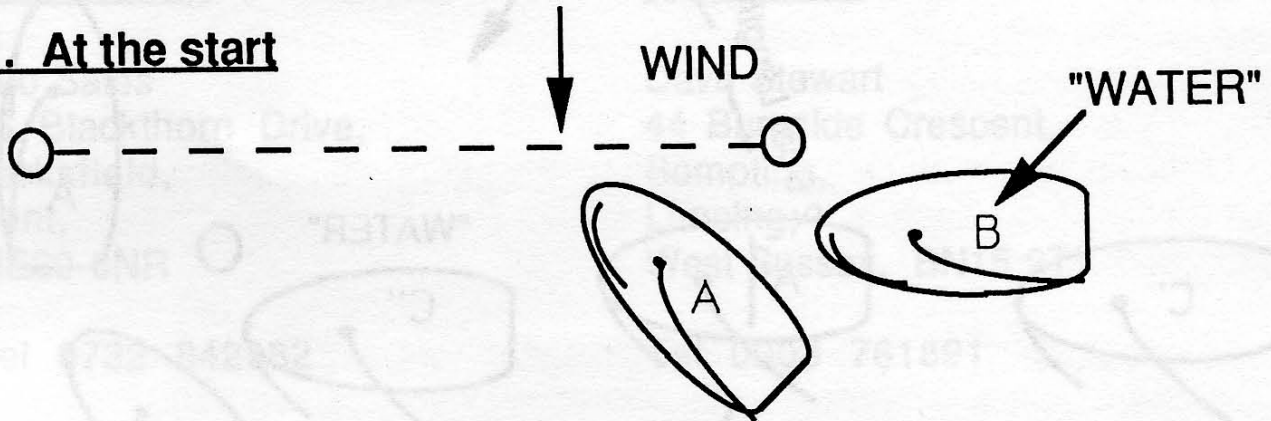
You may be lucky and you already own a 'fast boat' and can keep up with most boats and it is only your technique that needs improving.

In future episodes of the Newsletter we will look at ways of improving old Seaflies, tips on reducing weight, basic tuning techniques and sailing tactics. If any of you have renovated an old Seafly drop me a line and I will include it in the next Newsletter.

RULES QUIZ

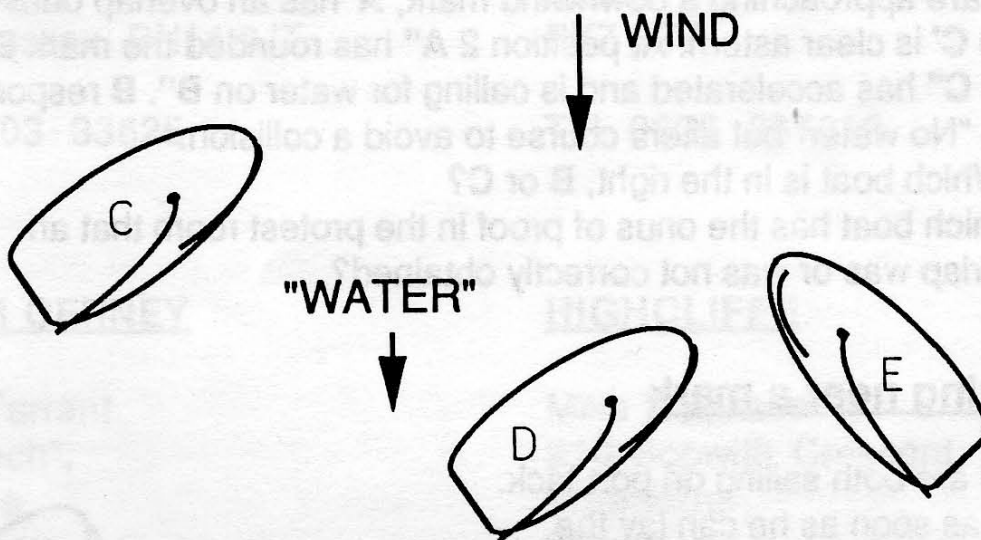
Now that the racing season has wound down test your knowledge of the rules with this quiz. Answers on page xx.

1. At the start



At the start, B hails for water, hoping that A will give him room to start. A maintains his close hauled course, a collision occurs. B protests under rule 42.1 (a): rounding marks when overlapped. Who is in the right?

2. Hailing for water

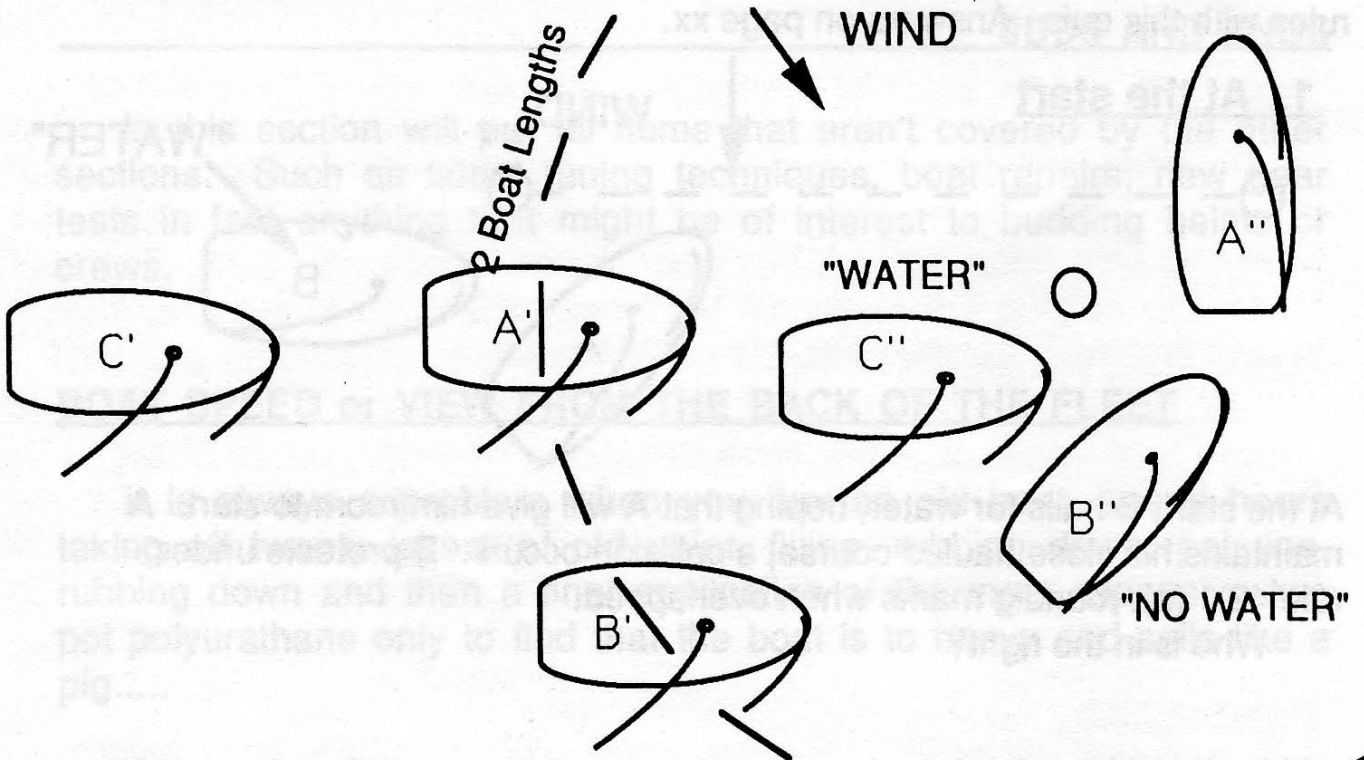


C and D approach E who is on starboard. C would pass clear ahead of E but D and E are on a collision course. D cannot tack without hitting C. D hails for 'water on starboard boat' but C doesn't respond. D hails again - still no response. E bears away to pass under their sterns. E protests D under rule 36: port and starboard.

- Can D protest C?
- Could E have protested C?
- Who should be disqualified?

RULES QUIZ

3. Room at the mark



A, B & C are approaching a downwind mark, A' has an overlap on B', at this stage C' is clear astern. At position 2 A'' has rounded the mark B'' is rounding. C'' has accelerated and is calling for water on B''. B responds by calling "No water" but alters course to avoid a collision.

- (a) Which boat is in the right, B or C?
- (b) Which boat has the onus of proof in the protest room that an overlap was or was not correctly obtained?

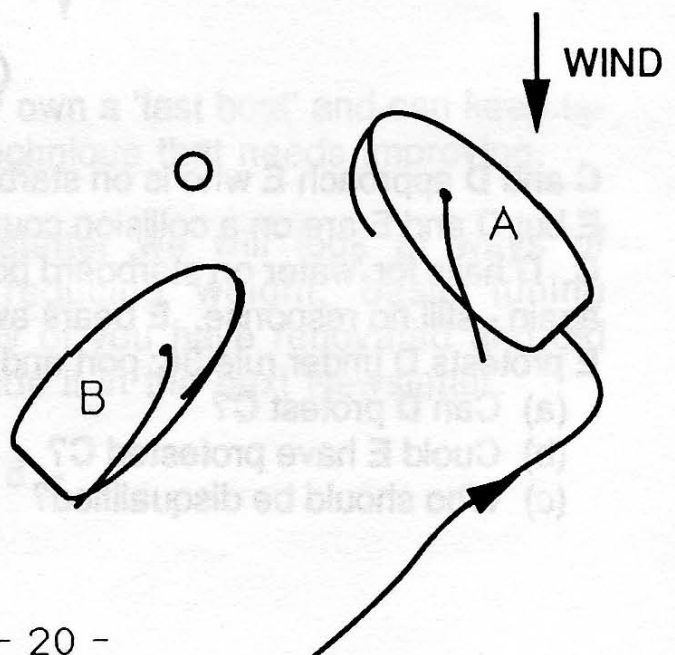
4. Tacking near a mark

A and B are both sailing on port tack. A tacks as soon as he can lay the mark.

B collides with A who was a bit slow pulling in his sails the collision occurs just as the sails are set on the new tack.

A protests B under rule 36: Port and starboard.

- (a) Who should be disqualified?



BOAT MART

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

* denotes advertised in Yachts & Yachting.

<u>Sail No</u>	<u>Built</u>	<u>Details</u>	<u>Registered</u>	<u>Price</u>
C 8	1961 Wood, 2 suits Sails, metal mast, £300	trailer, trolley, new cover. Boat at Burghfield SC, Reading. M Palmer, 071 2784311(day) 071 7940378 (eve).	No	ONO
C 56	1962 Wood, Reasonable cond, needs £300	attention, cover, trailer, non-Cfly mast, Mrs Winwood, Bridgenorth 07466 520	No	
C 167	1965 Wood, Proctor Beta Mast, trolley, £325	lots of fittings, needs painting Bournemouth 0202 424813.	Yes	
C 198	1965 Wood, Banks sails, trailer, trolley. £700	Rob Odling, Winchester 0962 882667	Yes	
C 251	1967 Wood, Recently refurbished, £550	trailer, Very good cond. Tel 0252 26999	Yes	
C 279	1967 Wood, 2 suits sails (Seahorse), £800	Lucas), trolley, cover, re-decked ex Nat Champ. Exc order, see below	Yes	

BOAT MART (Continued)

Sail No	Built	Details	Registered	Price
C 288	1968	Wood, Seahorse sails, trolley cover, repainted. Exc order. F. Bassett, Loughborough Tel 0509 890756.	Yes	£550
C 364*	1970	Wood, Sound, combi trailer. Camberley. Tel 027664860 (Eves)	Nb	£350
C 365	1970	GRP, 2 suits sails, spinnaker, trolley. (Boat at Shaldon Devon) .Mrs E. Griffiths, Redditch. Tel 0527402644	Yes	Offers
C 396*	1972	Wood, reasonable cond, combi-trailer. 0234 720029 or work 0604 233200.	Nb	£545
C 443*	1973	GRP Zygal, 2 suits sails (new Hood, Rockall), Spin, Proctor spars, combi trailer, cover. W.Copeland, Highcliffe 0425 615420.	Yes	£1150
C 449	1973	GRP, good condition. Horsham 0403 741349	Yes	£850
C 492	1976	Wood, good cond, Proctor F mast & boom, 2 suits sails, stored last 4 years. P. Scovell, Worthing 090341662	Yes	£800
C 501*	1977	GRP?, good cond, fully equipped trolley, spinnaker. Northants 0572 87838	Nb	£775

ANSWERS TO THE RULES QUIZ

1. **A** is in the right. Rule 42.1 doesn't apply at a starting mark, instead rule 42.4 applies. Even after the starting signal **A** can hold her course but may not sail above close hauled or above the compass bearing to the first mark.

2. There are rather a lot of if's in this one:

(a) **D** can protest **C** under Rule 43.1 or 43.2: responding to a hail. The hailed yacht is obliged to either tack at once or reply 'You tack,' and then keep clear.

(b) **E** cannot protest **C** himself as **C** would have passed ahead.

(c) The likely outcome if **D** protested **C** would be **C**'s disqualification. **D** himself may also be disqualified for infringing Rule 36 as it could be argued that his safest course would be to have gone astern of **E** in the first place.

(Editors Note: This situation happened to me, I was C and the three boats ended up bow on to each other, with me sandwiched in the middle I won my protest on the windward boat but was also disqualified, saying I should have born away even to the point of gybing).

3. (a) **B** is in the right as the overlap was established within 2 boat lengths of the mark. Rule 42.3(a)(ii).

(b) **C** has the onus of proof that the overlap was correctly established. Rule 42.1(d).

4. It used to be that the tack was not complete until the sails were full on the new tack, but the rule now reads 'On a close hauled course'. But the onus is on the Tacking boat to allow the other boat ample time and opportunity to keep clear. ie. she does not have start altering course to avoid the starboard boat until the tack is complete. Rule 41.2

(Note: the mark is irrelevant here)

It is almost certain that **A** will be disqualified in this one.

In the next quiz we will make it a bit more difficult and maybe have a prize for the winner.

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