

SEAFLY DINGHY CLASS ASSOCIATION

SPRING NEWSLETTER - APRIL 1976

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EDITORIAL

This is a short additional Newsletter to acquaint the membership with certain changes to the Rules of Measurement and Construction which are set out on pages 18 to 20 of the Seafly Class Handbook. They take immediate effect and therefore are being published in time for the 1976 season.

AMENDMENTS TO THE RULES OF MEASUREMENT AND CONSTRUCTION AND MEASUREMENT FORM

Following last year's Annual General Meeting and the Rules problems experienced at the National Championships and the Seasalter Open Meeting, a Rules Sub-committee was appointed in September 1975 "to consider the AGM resolutions, examine existing rules and submit proposals to eliminate existing anomalies". The Sub-committee, which consists of P.Scovell and A.Green, has reported back to the SDCA Committee and the following action has been agreed.

A number of rule changes and a new measurement form are to be introduced immediately for the 1976 sailing season. The changes are introduced under Rule 18 of the Constitution, to take effect immediately but they require ratification at the next AGM. The objective is to strengthen the rules and to remove some existing anomalies.

The building instructions, now issued to all home builders, have also been strengthened by adding a table of hull section dimensions and the following paragraph as a foreword:-

"The Seafly is a strict 'One Design' dinghy. The design is protected by copyright and controlled by the Class Rules of Measurement and Construction, Measurement Certificates and a detailed set of Class Plans. Wooden boats must be built to comply fully with the Class Plans (Drawing sheets 1 to 5). Compliance with the measurement form alone is not sufficient. If in doubt about any constructional feature please contact the Class Secretary who will be pleased to advise."

The Rules Sub-committee still feel that there are a number of features in the Rules which are not satisfactory and further investigations are continuing on a number of items, of which the following are some examples.

Drawings are not normally available to the measurer, but they are available to every builder. The onus is still on the builder to build in compliance with the drawings, and features not to drawing can still result in a boat being disqualified after it has obtained

a certificate following measurement by an approved measurer.

It is most important that the letter and spirit of the Rules are strictly complied with. For example, although the Seafly drawings specify a fixed mast position, a number of boats last year were fitted with variable mast fittings; such fittings must not be used in such a way that the position of the mast is outside the tolerances stated on the measurement form. The Committee requests the assistance of all members to comply with the letter and spirit of the Rules.

Rule Changes

The following additions and amendments to the Rules of Measurement and Construction are now in force:-

Rule 3:1 (amendment). The keel unit, centreboard, bilge rubbers, hull sections 1-6, transom, foredeck, buoyancy chambers and other dimensions of the hull shall be within a commercial tolerance of ± 12.5 mm ($\frac{1}{2}$ ") of the drawings or moulds.

Rule 3:3 (new rule). A SDCA measurer shall check the dimensions of current GRP hulls (or moulds) at regular intervals at the discretion of the Committee.

Rule 3:9 (new rule). The king post may be stiffened laterally up to a maximum width of 3" (76 mm).

Rule 3:10 (new rule). The forward end of the centre box may be stiffened with lateral struts and/or an extension of the centre box capping piece forward to the king post.

Rule 5:4 (new rule). The centre line of the jib halyard sheave shall be not less than 4572 mm (15'-0") above the mast step and not more than 4673 mm (15'-4") above the mast step.

Rule 5:5 (new rule). The centre line of the spinnaker halyard sheave shall be not more than 4775 mm (15'-8") above the mast step.

Rule 8:1 (amendment). The rudder head, tiller and tiller extension can be made from any material and design is optional. The rudder blade should be made of wood, GRP, or composite GRP and wood, and the drawing dimensions (below bottom edge of transom) should not be exceeded. The rudder blade maximum thickness is 25 mm (1") and the maximum depth below the bottom edge of the transom is 24" (610 mm).

Rule 9:1 (amendment). A minimum of 91 kg (200 lbs) buoyancy is required in the bows. Fixed forward buoyancy should be built in as a blister tank or bulkhead tank. Movable buoyancy is acceptable up to C46, providing that it is secured in such a manner as to be effective. Side buoyancy tanks must be built in as designed.

Measurement Form

The measurement form has been redesigned. The same dimensions are included, but the minimum weight of hull (excluding centreboard) for both GRP and wooden boats is now the same at 108.9 kg (240 lbs).

GRP hulls produced from SDCA approved moulds will in future be provided with a manufacturer's certificate and hull dimensions need not be measured; only those dimensions on page 1 need be measured. Wooden hulls must still be measured.

A copy of the revised measurement form is enclosed with this Newsletter.

The Rules Sub-committee are also looking into the question of removing all references to dimensions which should be measured in the Rules of Measurement and Construction to the Measurement Form itself, so that they are not overlooked by measurers. It is hoped, also, to issue the revised Rules complete for adoption at the AGM.

SEAFLY NATIONAL CHAMPIONSHIPS - 1976

The National Championships will be held at Worthing Y.C. from 8th to 13th August. The entry fee is expected to be £10, which will include two free tickets for the Prizegiving Dance. Extra tickets for the Prizegiving and for a light Buffet will also be available at a small charge. It is also planned to run a Mystery Coach Tour for wives and families on the evening of the AGM.

Entry Forms will be available shortly from Fleet Captains or Alan Green 5 Cradock Place, Worthing, West Sussex, BN13 2QA.

NEWS FROM THE FLEETS

Tankerton Bay S.C. Bob Risbridger writes that the news from T.B.S.C. is good this year. The fleet is still growing (he thinks they're breeding) and is looking even better for the 1976 season. Spirits are high (Class spirit that is) and now the Class Captain is also Club Sailing Secretary. "Seaflies rule the waves" - as if they didn't before anyway! With two new boats this season, making a total of nine, the Class should demonstrate to the rest of the Club what a competitive big boat it is.

South Cerney S.C. David Tarrant reports an early season race sailed in a Force 4 to 7, when a Seafly was the only survivor out of 14 entries. He has laid on good winds for their Open Meeting on Sunday, 2nd May, which he trusts will suit everyone, including the sea sailors. South Cerney is about equidistant from most of the fleets in the south and west of England and is not far from both the M4 and M5 Motorways, so getting there is no problem. Last year there was a huge turnout to which the club responded nobly with first class hospitality. So make an early start on the Sunday morning, enjoy a few hours peaceful driving on empty roads before the traffic builds up, have a great day's sailing, and return home exhausted but exhilarated by a wonderful day out!

Worthing Yacht Club. Not only have we been busy getting our boats ready for the season, but it has also been all hands on deck to decorate and fit out our brand new clubhouse which the builders handed over at the beginning of March. So not many of our 20 boats have been afloat yet, but newcomer Roger Cooper distinguished himself in the first race by providing the safety boats with their first customer of the season. Peter Scovell is making rapid progress on his new home-built boat and hopes to be afloat by the end of the month.

WANTED

A good action photograph of a Seafly taken from about 45 degrees ahead showing helm, crew and preferably spinnaker, from which an outline tracing could be taken for use on a trophy plaque. A firm in Sussex produces these plaques in various sports but does not have a

sailing trophy. Not only would these make excellent prizes but there is a chance to publicise the Seafly if we could get the firm to use our boat. Please contact Alan Green, address as the head of this Newsletter.

EVENTS IN 1976

2nd May	South Cerney S.C. Open Meeting
15th & 16th May	Highcliffe S.C. Open Meeting
12th & 13th June	Tankerton Bay S.C. Open Meeting
19th & 20th June	Starcross Y.C. Open Meeting
3rd & 4th July	Blakeney S.C. Open Meeting
8th - 13th August	Seafly National Championships, Worthing.Y.C.
11th & 12th September	Seasalter S.C. Open Meeting

CAMPING

A visit has been made to see Mrs. Brooks at the White House Camping Site, Steyning.

A booking has been made for those who sent in their applications for a camping space for the Seafly Week. Peter Gray has offered to bring a Toilet Tent, which we are pleased to accept, but we shall need another one. Offers to Harry Venables, please.

Site cost per night

Two people, Tent and Car Space	...	60p
Each extra person	...	10p

Mr. Brooks has retired and is taking life easier now. They do not take so many campers on their site these days, so we have a limit of nine spaces for Seafly use.

Some have asked about sites for caravans. The following list is offered as a start, being the nearest to Worthing that I can find. These all list having night halt facilities, which usually means they have touring pitches. The Ferring sites are nearest to Worthing Yacht Club.

Onslow Caravan Park, Ferring-by-Sea.
G.J.Kirby & Son. Tel: Worthing 43170.

Brook Lane Caravan Park, Brook Lane, Ferring-by-Sea.
A.M. & J.B.Gotley. Tel: Worthing 42802.

Happy Days Caravan Park, Lancing.
Tel: Lancing 2755.

These sites list night halt facilities for touring vans and also for motor caravans.

An up-to-date issue of the Rules of Measurement and Construction is being prepared and will be sent out as soon as possible.

Derek Hawes, our Treasurer, says that about 70 Seafly owners have renewed their membership for 1976. Quite a few must have forgotten to send in their sub. as we had 140 members last year. There is a paying-in slip at the bottom of this page.

The Newsletter circulation list will be reduced to paid up members next issue. I need hardly remind you that a lot of members paying the £2.00 sub. is better than a few paying a higher sub.

SEAFLY DINGHY CLASS ASSOCIATION

RENEWAL OF MEMBERSHIP

Please return to the Treasurer:-

Class Secretary:-

D.Hawes,
The Sheillings,
Heath Ridge Green,
Cobham, Surrey.

P.E.Scovell,
26 Chestnut Grove,
South Croydon,
Surrey, CR2 7LH.

I enclose my Subscription for 1976:
Full membership £2.00. Associate membership £1.00

NAME.....BOAT NO.....

ADDRESS.....BOAT NAME.....

.....CLUB.....

POST CODE.....

Cheques or Postal Orders should be made payable to 'Seafly Dinghy Class Association'.

interesting ...
12:00 · 13th June - Tankerton Bay S.C. Open Meeting.

THE SEAFLY IN GRP FROM:

ZYGAL BOATS, St. Peters Road, Whitstable, Kent.
Tel: Whitstable 2531.

STANDARD BOAT - GRP Hull with non-slip Decks. Anodised Alloy Spars, IYE Rudder Stock & Tiller. After Main Sheeting complete with Zygol Sails.

Price, ex works.....£600 + V.A.T.

RACING BOAT - as above with Chute, Power Blocks, Spinnaker and Sheeting.

Price, ex works.....£700 + V.A.T.

TEE SHIRTS - Large 38"
Medium
Small 30" ... £1.20 each. Postage 30p

TIES £1.60 each. Postage 15p

From: H.Venables, Cedrus House, Dry Bank Road, Tonbridge.

Ted May has a supply of Shirts and Ties - so if he is nearer it will save postage.

It is Highcliffe Open on the 15/16th May. This is an early date for the Highcliffe Meeting and the Club are expecting a big effort by all the sailing set to make this an outstanding meeting.

There is camping at Matchams Lane site or Holmesly Aerodrome site. No difficulty should be experienced in getting a tent pitch.

The Class Captain is Ian Mansfield, 33 Denholm Close, Poulner, Ringwood, Hants.

Orders or Postal Orders should be made payable to 'British Droggy Class Association'

SEAFLY

DINGHY

MEASUREMENT FORM

HULL & SPARS

Issued
April 1976

I CERTIFY that Seafly Class Dinghy Number _____ has, to the best of my knowledge been constructed in accordance with the class plans and rules of Measurement and Construction, and that the measurements recorded below are true and accurate.

Owner Boat No
 Address Boat Name
 Builder
 Completion Date
 Construction
 Post Code _____ (WOOD /Fibreglas/Composite)
 Signed Authorised Measurer

Page (one) 1 to be completed for GRP boats manufactured 1976 onwards. These GRP hulls are produced from S.D.C.A. approved moulds and are supplied with a manufacturers cert.

Pages 1 and 2 to be completed for all other boats
 A separate form is required for Sail Measurements.

NOTE: All dimensions are in millimeters - weights in Kilograms

HULL	Minimum	Actual	Maximum
Manufacturers cert. No. (if applicable)	-	.....	-
Weight of hull (excluding centreboard)	108.9 Kg	.....	-
Correction weights fitted under thwart	-	.....	4.5 Kg
CENTREBOARD			
Width of centreboard at underside of keelband	-	.....	362
Depth of centreboard below keel band	-	.....	991
Position of centreboard, aft face of transome to centre of pivot pin	2375	.....	2400
Mast			
Position of mast step - aft face of transome to mast luff grove at mast step	2883	.....	2908
Position of mast step - top of mast step (including rubbing plate) to underside of keel.	657	.....	683
Mast step to upper edge of black band	508	.....	-
Mast step to lower edge of black band	-	.....	6452
Mast to hounds	4654	.....	4680
Mast cross section		.....	70x83
Weight of mast including rigging	9.1 Kg	.....	-
BOOM			
Boom cross section		.....	89 x 89
Mast luff grove to inner edge of black band		.....	2667

The following hull measurements are required for all wooden hulls and for GRP hulls manufactured 1975 and earlier. HULL SECTIONS are measured when hull is set up with TRANSOM vertical and transom base 152 mm above lowest point of keel.

HULL		minimum	Actual	maximum
	Length overall, from aft face of transome ..	4483	.....	4508
	Length Aft face of transome to forward end of centreboard slot	2457	.....	2483
	Length of centreboard slot .. .. .	---	.....	1207
	Bilge rubber depth } over at least ..	19	.....	25
	Bilge rubber width } half length ..	13	.....	19
	Bilge rubber length	1359	.....	---
	Rubbing strake projection	---	38
	Maximum Beam to outside of skin at deck level	---	1765
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HULL	b. SECTIONS (at aft face of transom)			
	Transome base above lowest point of keel ..	152	152
	Chine above lowest point of keel ..	195	.....	221
	Gunwale above lowest point of keel ..	492	.....	518
	Beam across chines	1051	1076
	Beam to outside of skin at deck level ..	1168	1193
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HULL	SECTIONS (2286 ^{mm} forward of aft face of transom)			
	Chine above lowest point of keel ..	178	203
	Gunwale above lowest point of keel ..	552	.....	578
	Beam across chines ..	1549	1575
	Beam to outside skin at deck level ..	1734	1759
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HULL	SECTION (3302mm Forward of aft face of transome)			
	Beam to outside of skin at deck level ..	1524	1549
	At 3505 mm forward of aft face of transome, underside of keel above lowest point of keel ..	13	.....	38

NOTES;

All length measurements are at right angles to aft face of transome.
 ALL measurements exclude keel band.