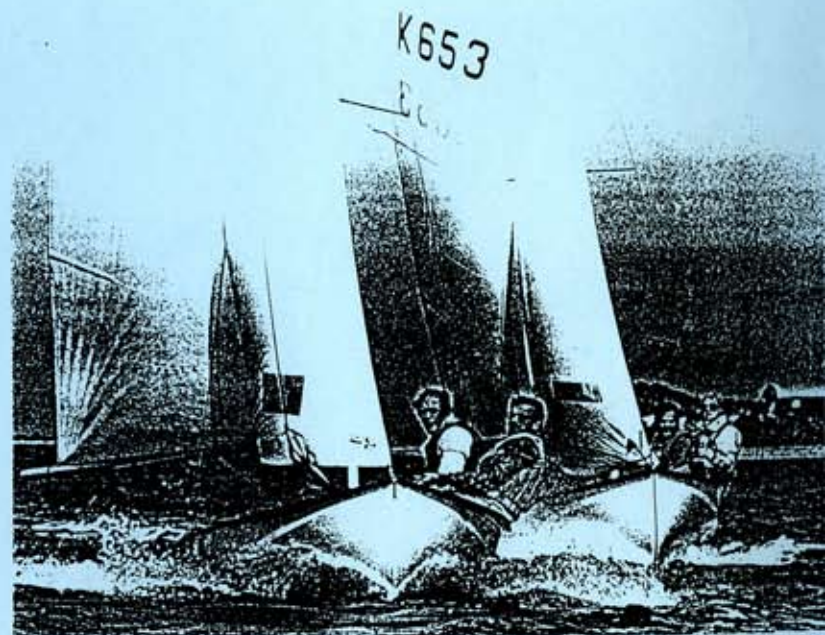


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Seafly in the '90s

NEWSLETTER



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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 Association or Class Rules.

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EDITORIAL

Where Do We Go From Here?

You will find a very interesting article from Roy Thompson in the Newsletter in reply to the question I left you with in my last editorial. He talks about two possible ways forward, and I think that we cannot hide our heads under the sand any longer, we must do something NOW, or else.....oblivion.

I have been endeavouring/persuading/encouraging the present builder, Colin May, to communicate with other builders to develop an all glass boat, allowing Colin to continue to make composites in slow time as he is doing at present. I know Colin probably thinks it is non of my business and I know other people have approached other builders and the thing is they ARE INTERESTED.

ONE EXAMPLE OF ENTERPRISE

A number of firms in the Electronics industry have developed new chips, one in particular is SUN, they produce computer systems and they produced a chip called the Sparc Engine instead of patenting it and keeping it to themselves, they have allowed anyone to use it and develop processor boards and systems. The RESULT. In 6 months a new product had captured about 10% of the market, in 12 months about 50%.

I think that is the only way forward for the Seafly class, to allow anyone to build them. Colin would still get the royalties on any built. The following companies have shown interest to produce new moulds if necessary, and build all GRP Seaflys:

Don Marine
Porter Brothers

Both well established and respected builders.

I have asked Colin to have a chat to Don Marine, but, I do not think he has, so far.

Colin wishes to develop an all glass boat and moulds himself, in his own time and as and when money is available. OK, I understand Colin's view, but one must be realistic, if something is not done soon then first the racing fraternity will leave the

EDITORIAL

class, and then the value of second-hand boats will drop. Then there won't be a market, apart from the odd cruising version.

Develop the Class, maybe, but I do not think that it is of prime importance. The developments as I see them are:

1. Trapeze could be good, but the jib would have to be increased in size to a Genoa.
The PY will be reduced and old boats could still be raced after modification.
2. Double floor in conjunction with reduced side buoyancy. Good for safety, could be difficult to modify old boats. Will not alter the PY.
3. 'One Design', (the class is only 'Restricted' at the moment) could be difficult to apply. Would exclude all old boats from racing.
4. Allow exotic materials, i.e. carbon fibres, titanium etc
Would price the boat out of the average persons range and be less competitive, price wise.

I would like to say this is not the view of the committee, only a personal view. I think the Seafly is intrinsically a very good boat, reasonable exciting to sail when there are a few of them racing and the old boats can be made competitive with the newer boats. BUT, I joined the class knowing that it was a regularly raced mono-hull at the best sailing area on the South Coast, if that situation changes then you may have to find a new editor. Which boat will I choose, why the revamped and improved GP14.

Already two notable helms are leaving the club or class, namely David and Christine Hughes and Ivan Phillips.

In the mean time, lets have all your latest news from the clubs, cruises, boating holidays and any other things that Seafliers might be interested in, sent to me for the Bumper edition in January.

Mike Robinson

CHAIRMAN'S CORNER

Having served a term as Editor, I know that quarrying a piece for the Newsletter out of the Chairman is like hewing granite. Guilt has finally overcome prevarication. The cap has been loosened on the whisky bottle. Mike has shamed me into giving some thought to this issue. Some thought!

This season of mists and torrential thunderstorm may be prompting many to think of laying up. The season is not over yet, however, with the Inland Championships at the Spinnaker Club in Ringwood on the 20 November, followed by the Lymington Town Charity Pursuit Race the next day. But it does mark the end of my term as Chairman.

I have enjoyed serving on the Committee in a number of capacities over the past 8 to 10 years. Even a short and inglorious tenure as Treasurer had some amusing moments. It must be said, however that these offices have been chiefly distinguished as caretaker operations, until someone better qualified could be found to volunteer. This was certainly true of my Treasurership and probably also of my Editorship. One volunteer is worth ten pressed men, they say. Who will volunteer?

As Chairman, I followed some famous characters. Stan Walton and Ted May to name but a few. Whatever the history may say about their effect on the Class, they both had its best interest at heart and left an indelible mark upon it. Stan's harangues to the AGMs were couched in language as blunt as what he used on the water and are well remembered. His subject was enthusiasm versus indifference and you wherein no doubt which side he was on. Everyone has their own style but the aim remain the same, namely, the continued health and strength of the Class we love to sail.

The Class Association would not exist without its committee. In particular the Secretary ties it together and the Newsletter Editor provides the string. We are particularly fortunate at the moment having good string and secure knots. They are still providing a secure foundation.

CHAIRMAN'S CORNER

And the sailing is still as good as it ever was. This year Starcross hosted the first ever Championship to be held on their home waters and entertained the biggest fleet for nearly 10 years. They put out nearly half of the fleet. They even attracted several sailors under 30 years of age with Joost Taylor and Rosa LeGood among others, proving that the Seafly is not just an old man's boat.

We saw some development with Mark Appleby's brand new boat and Adrian Summers restored Number 122. Adrian has incorporated his ideas for a cruising layout into his restoration with the side tanks ending behind the thwart and a seat under the side deck. This provides reduced amidships buoyancy to improve the capsized characteristic and creates more cockpit space at the crew station.

Last year Colin May restored an old wooden boat to a cruising version and has built similar ideas into 2 new boats supplied to a sailing school in the Lake District. Capsize tests were reported to have gone well. A crucial consideration is the ultimate necessity for a new mould which should also feature a deck section for an all plastic version of the boat. Earlier changes to the shape if the carlines tinkered with the appearance of the boat without materially effecting its structure or performance.

These new changes do effect the structure and they will change the performance but in potentially beneficial; ways. The Seafly may not be an old man's boat but old men do sail it and I know one finding it increasingly difficult to right it after an inversion.

Never-the-less, there is still plenty of life left in The Admiral yet and even some in the old dog. You can expect to see them round the circuit as long as it lasts. And it will last as long as there are still a few old dogs who like to sail the boat.

Well, I'll drink to that.

"The Seafly! And all who sail it! Cheers!"

SECRETARY'S REPORT

1. 1993 ANNUAL GENERAL MEETING

The AGM was held at Starcross YC during the National Championships and was attended by some 30 members and supporters.

The Chairman referred to the best entry for the Nationals (31) since 1984 and said that while it was very heartening for the Class it was partly due to the excellent support from the host club with 13 entries. The future development of the Seafly needed careful thought and action was needed by someone.

The Secretary reported another year with fewer enquiries for boats, possibly due to our non-appearance at the Dinghy Show which he very much regretted. He was pleased to say that membership had improved (it now stands at 84 full members and 7 associates).

The Treasurer disclosed an increase in excess of income over expenditure to £331, in spite of the extra cost of the 'bumper' Winter Newsletter, which he thought was fully justified. There was, however, no expenditure on the Dinghy Show. The balance in hand was £1364.

All Officers of the Committee were re-elected. Committee members B Howe and D Cotgrove stood down and were replaced by A Brook and A Woolner, both of Starcross YC.

The proposition to split the National Championships into Gold, Silver and Bronze fleets was fully debated with about an equal number of speakers for and against the idea. One suggestion that the Committee should consider offering extra trophies or prizes, e.g. to encourage newcomers and juniors, the motion was withdrawn. B Howe has since offered to present a Junior Trophy.

Regarding the new IYRU Sail Measurement Rules, 1993, the Secretary said that he had applied the RYA's suggested new Rules to the Seafly Rules but the Committee had not had an opportunity to discuss his proposals. In any case the RYA had not yet produced the complementary Instructions for Sail

SECRETARY'S REPORT

Measurement and it would be better to await these so that our Rules and Instructions for sail Measurement could be amended simultaneously.

The meeting accepted Seasalter SC's invitation to host the National Championships in 1994 and it was agreed to approach Highcliffe SC and Starcross YC for 1995 and 1996 respectively.

The builder, Colin May said he had supplied one new standard boat to M Appleby this year and two modified cruising versions to Glenridding Sailing School. He also undertook to publish the prices of new boats and components in the Newsletter.

He has discussed with A Summers the cockpit layout of C122 which the latter had rebuilt as a cruising version and was admired by many at the Nationals. The layout was in some ways similar to a Miracle but he could not agree with it because it would not be suitable for a deck moulding, which was his ultimate aim if finance became available.

2. NATIONAL DINGHY SHOW (SAILBOAT '94)

An application has been made to the RYA for space at the Dinghy Show on 5/6th March next and I hope we will be given an inside pitch this time. In the meantime our Treasurer, Tim Hoyle, will represent us at the RYA's Class Associations' Forum on the 4th December in London. (Watch out for a report in the Winter edition of the Newsletter.

3. SECOND-HAND BOATS

PLEASE let me know of any second-hand boats for sale. I get a number of enquiries from prospective new members, particularly for GRP hulls, and we cannot attract them if I do not have a good stock list.

4. THE SEAFLY HANDBOOK

The Handbook, which is issued to all new members, is currently out of stock. During the coming weeks I shall be bringing it up to date with all the Rule changes since the original publication in 1987. If any existing members would like a copy of the latest

SECRETARY'S REPORT

edition, please let me know. The price will probably be about £1.50 to £2, including postage.

5. NEW MEMBERS

Welcome to the following, some of whom joined to compete in the Nationals:-

David Houghton	C433	Open Dinghy Club, West Sussex.
Joost Taylor	C392	Crawley Mariners YC
A.T. Hayes	C374	Starcross YC
Rosa LeGood	C639	Starcross YC
Maggie Norman	C320	Starcross YC
Kenneth Buck	C399	Rejoined
Anne Robb	C188	Newcastle YC Co Down.

Alan Green

FORTHCOMING EVENTS

Place	Date	No of Races	Start
Highcliffe	14/15 May	4 races, 3 to count	14:00
Blakeney	18/19 June	3 races, 2 to count	N/K
Starcross	17/18 July	3 races, 2 to count	N/K
Nationals Seasalter	22-27 Aug	1 practice, 5 races, 4 to count.	N/K
Worthing	25/26 Sept	4 races, 3 to count	N/K
Inland Champs Spinnaker	Nov	3 races, 2 to count	11:00
Charity Pursuit	Nov	Charity Pursuit Race	12:00

INLANDS AT SPINNAKER SAILING CLUB

Can all those coming please bring a cake or scone etc for the afternoon tea.

Anybody wanting accommodation, ring one of the members from Highcliffe Sailing Club, Mike Robinson, Ian Mansfield, Tim Hoyle Etc. They will be able to fix you up.

OPEN MEETING REPORTS

SEASALTER S.C. OPEN MEETING - 17th/18th July 1993

Despite the blue skies, Force 2 and flat water the early start (10:15am), and other sailing commitments proved a deterrent to most travelling Seaflys and as the flags dropped only Brian and Val Howe in 644 showed at the start. However, keeping up the tradition of Seasalter friendliness, they could see Paul Taylor and Mary in 652 in the distance and waited six minutes until they crossed the start line. 652 never quite got it together this time and 644 took a first.

The Force 5 and rain forecast for Sunday never materialised and five Seaflys started in the sunshine in a light shifting wind. At the windward mark 644 showed first but was soon overtaken on the reach by Tim and Mark in 649 and Mark and Mike in their new boat 654. By the sausage lap 654 has begun to open up a strong lead and the rest of the fleet bunched together in a hole in the wind. At the last time around the wing mark the wind died as the fleet gybed and returned on a close reach. 649 led the way to the final mark closely followed by 626 Mike Hartnell crewed by Eric Sales and 652. 644 at the rear chose to tack off inshore in a last desperate attempt and came storming through, helped by the lack of tide and the local gods, to finish a clear second. 626 snatched third place from 649 by half a foredeck. The second race started with a heavily biased start line and as a result of the shifted wind, now accompanied with a little rain, rapidly became a procession in a series of reaches. Once again 654 led the way but with little changing of positions behind. 654 retired which left Paul and Mary to win the last race and gain second place overall.

Boat No	Helm	Crew	1st Race	2nd Race	3rd Race	Total Points	Final Position
644	Brian Howe	Val Howe	3/4	3/4	4	1.5	1
652	Paul Taylor	Mary	2	4	3/4	23/4	2
626	Mike Hartnell	Eric Sales	DNS	2	2	4	3
649	Tim Hoyle	Mark Hoyle	DNS	3	3	6	4
654	Mark Appleby	Mike Appleby	DNS	Rtd	Rtd	12	5

OPEN MEETING RESULTS

STARCROSS OPEN RESULTS

Boat No	Helm	Crew	Race 1	Race 2	Race 3	Race 4	Final Pnts	Final Pos
648	Alan Brook	Paul Kelly	1	1	2	Ret	3.5	1
622	Richard Garry	Phil Rowe	5	3	1	1	4.5	2
647	Ken Bartlett	Marie Bartlett	2	2	4	3	7	3
523	Simon Greenslade	Paul	4	5	3	2	9	4
649	Tim Hoyle	Mike Robinson	3	4	DNS	DNS	19	5
652	Paul Taylor	Lee Brook	7	8	DNS	Ret	21	6
492	Rory Barnes	Bryony Barnes	6	6	DNS	DNS	24	7
617	Colln Tucker	Ron Littlejohn	9	7	DNS	DNS	28	8
430	Carol Lanham	Dorothy Herbert	8	9	DNS	DNS	29	9
639	Rosa LeGood	?	10	Ret	DNS	DNS	33	10
639?	N Norman	Norman (son)	11	Ret	DNS	DNS	34	11



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RING COLIN MAY on 0202 476145 or write to: 105 Purewell, Christchurch, Dorset.

1992 SEAFLY NATIONAL 'Mugs' & 'T' Shirts

There are still a number of T-shirts available from the Nationals at Rock, only medium I am afraid.

One 'Nationals' mug left (same as those given to helms & crews)
Price - £1.50

If you would like either of these contact the Editor or Treasurer

'93 SEAFLY NATIONALS

SEAFLY NATIONAL CHAMPIONSHIPS

For the first ever Championship to be hosted by Starcross we saw the biggest fleet for nearly 10 years. After the contraction of fleets in recent years it was good to see the host club strongly represented and both old friends and newcomers from Worthing, South Cerney and Crawley Mariners. The Crawley Mariners contingent were especially notable with a 100% turnout including the brand new boat of Mark Appleby and the youngest helmsman in Joost Taylor.

Adrian Summers brought his beautifully restored 122 which incorporated his own ideas around the side buoyancy and thwart area. 122 was originally built by Adrian's father and last sailed in a Championship 2 years ago when she nearly sank. Adrian was to demonstrate that she has been somewhat improved since then.

Space is somewhat restricted in the estuary and the breezes being Northerly were generally unsteady. However, the racing was well organised in these difficult conditions, with imaginative use of alternative courses to the conventional Olympic type.

A full and varied social programme ensured that even those getting it wrong on the water could find consolation ashore. Jean and her band did miracles in the galley with delicious food being served with one hand while the other was fettling the generator. Her breakfasts saved lives and even, perhaps, the odd marriage. ("If you think I'm going to crew for you and cook your breakfast; think again, matey!") Rumours of the return of the Cyncopaters proved an exaggeration. In fact, there was not a Cyncopater insight. However live music, skittles and huge quantities of XXXXXX made the week swing if it didn't cyncopate.

The weather for the week was dominated by a slow moving high pressure system over the Bay of Biscay drawing air down from the North. The outlook was not bright for the practice race on Sunday as the grey waters of the Exe estuary were ruffled by a cool brisk North East breeze. The reigning

'93 SEAFLY NATIONALS

champion, Adrian Summers had 2 other past to contend with in Alan Brook and Colin May, as well as some strength in depth in the rest of the fleet. It was Alan however, perhaps with his local knowledge, who pulled out an early lead to win the Trophy from Adrian and Colin.

After the dull start on Sunday, bright sunshine greeted the fleet at the start of the first championship race on Monday and this and the North Easterly provided the more typical conditions for the week. Alan Brook, taking an early lead from the line worked the ebbing tide and the shifty breeze to best advantage and was first to the windward mark. Scorning the old superstition he held his lead to the finish to take the Sussex Salver. But the fight for second was hotly contested with Adrian coming through to take it from Ivan Phillips and Colin May. Paul Taylor with Lee Brooks and Ron with Jo Cockwell were also showing near the front in this race.

On Tuesday the breeze was more fickle and after an extended postponement, light weather expertise was in demand. Mike Robinson crewed by young Samantha Briggs in 470 showed his mastery of these conditions to lead at the windward mark. However, the experience of Paul Kelley, crewing for Alan and Norman Hack with Adrian proved decisive by the finish, these two beating Samantha into third place. However she did hold off Louis Mansfield who was crewing for Colin May and Ron and Jo Cockwell were making a consistent showing by improving a place to fifth. The Cockwell's hope of a good overall performance were later dashed by 2 disqualifications for falling to sign off the races.

The morning of Wednesday saw the wind at is mot indecisive, swinging between North and East. just as he thought he might make a start, the Race Officer, Andy Woolner was obliged to signal a late postponement as the breeze veered again. Back we all came. By the time the fleet was eventually despatched it was into a strong ebb and a breeze that continued to fade and veer. This took them round the first lap with Alan Brook in the lead. However as he rounded the leeward mark on front of the first dozen boats and came on the wind in the

'93 SEAFLY NATIONALS

middle of the Estuary, they could barely stem the tide. Others, like Adrian and Colin, drew the likes of the Mansfields and the Tarrants choosing to cheat the tide by hugging the Exmouth shore. They found it worked. But all the hard work was to no good purpose. The Race Officer decided that the result would be prejudicial and abandoned the race as the leaders were approaching the windward mark for the second time.

The third and fourth races were therefore sailed back to back on Thursday in only slightly steadier conditions. The earlier start meant a strong flood tide was sweeping a keen fleet up to the line and caused the Race Officer to signal two general recalls before he was satisfied.

Alan, with 2 firsts, was in a strong position and all the pressure was on Adrian. More than half the week was gone and he hadn't won a race. But he had by now worked out the local conditions in the estuary. It didn't go his way easily, however, he had to fight hard with Colin and Mike Robinson for his places. At the of the day he did win both races and Colin and Mike each took a second. Old consistency, Ivan Phillips, took a fourth and a third to strengthen his position in the placings. The local man, Alan only managed to take a third and fifth and all the pressure was back on him.

It meant the Championship was poised between Adrian and Alan for the last race although Alan needed to win it. The shading for third overall between Colin and Ivan was even finer. Ivan took advantage of the truest breeze of the week to take an early lead from Adrian and Alan with Colin trailing in the pack. At the finish, Ivan lost to Adrian but held off Alan and Colin in line behind him. Rob and Jackie York who had put together a consistent set of results took fifth in this race to give them the same in the overall placings while behind them the improvers of the week were Tim and Mark Hoyle who carved their way steadily through the fleet in this race to sixth.

'93 SEAFLY NATIONALS

'93 NATIONALS, Trophy Winners

1	Adrian Summers and Norman Hack	Highcliffe	122
2	Alan Brook and Paul Kelley	Starcross	648
3	Ivan Phillips and Kieron Thomas	Highcliffe	650
4	Colin May and Louis Mansfield	Highcliffe	636
5	Rob and Jackie York	Highcliffe	477
6	Mike Robinson and Samantha Briggs	Highcliffe	470

First Lady helm:	Rosa LeGood	Starcross	639
First Veteran:	Ken Bartlett	Starcross	647
Junior Prize:	Joost and Ian Taylor	Crawley Mariners	392
Canberra Trophy (Team Prize):		Highcliffe Sailing Club	
(First Lady Crew: Louis Mansfield	Highcliffe, not awarded)		

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1993 SEAFLY NATIONAL CHAMPIONSHIPS

Boat No	Helm	Crew	Practice Race	1st Race	2nd Race	3rd Race	4th Race	5th Race	Total Points	Final Points
122	Adrian Summers	Norman Hack	2	2	2	0.75	0.75	0.75	4.25	1
648	Alan Brook	Paul Kelley	1	0.75	0.75	3	5	3	7.5	2
650	Ivan Phillips	Kieron Thomas	4	3	7	4	3	2	12	3
636	Colin May	Louise Mansfield	3	4	4	2	7	4	14	4
477	Rob York	Jackie York	5	7	8	6	2	5	20	5
470	Mike Robinson	Samma' Briggs	7	9	3	15	4	9	25	6
647	Ken Bartlett	Marie Bartlett	6	11	13	7	6	7	31	7
652	Paul Taylor	Lee Brook	11	5	12	10	12	11	38	8
339	David Tarrant	Liz Tarrant	DNS	8	10	13	9	15	40	9
654	Mark Appleby	Mike Appleby	DNC	34	14	5	8	13	40	10
523	Simon Greenslade	Paul Clark	Rtd	10	9	14	10	32	43	11
639	Rosa LeGood	Chris Balding	Rtd	13	6	16	21	10	45	12
626	Mike Hartnell	P Bailey	10	15	15	27	14	8	52	13
649	Tim Hoyle	Mark Hoyle	8	19	11	22	16	6	52	14
640	Ron Cockwell	Jo Cockwell	DNC	6	5	34	34	12	57	15
640	Barry Thomas	Dominic thomas	32	17	17	8	18	23	60	16
642	Ian Mansfield	Liz Mansfield	Rtd	16	19	25	15	14	64	17
506	David Cotgrove	Jim Fricker	DNS	20	32	12	13	20	65	18
575	Richard Clanville	Will Frost	16	12	20	26	20	16	68	19
430	Carol Lanham	Dorothy Herber	Rtd	32	16	20	17	19	72	20
492	Rory Barnes	Bryony Barnes	9	14	18	11	34	34	77	21
420	John Lloyd	Margaret Lloyd	15	23	21	17	32	18	79	22
644	Brian Howe	Val Howe	12	22	23	24	19	17	81	23
617	Colin Tucker	Ron Littlejohn	13	18	22	21	23	22	83	24
392	Joost Taylor	Ian Taylor	DNS	25	24	18	22	21	85	25
627	John Rowe	Charlie Sandys	Rtd	34	32	9	11	34	86	26
374	Andrew Hayes	Kevan Taylor	14	21	25	19	32	24	89	27
69	John Foskett	Jim	Rtd	24	26	23	24	27	97	28
320	Maggie Norman	Sue Turner	DNS	26	32	29	25	26	106	29
645	Stephen Mussell	Simon Mussell	Rtd	32	32	28	32	25	117	30
633	D McFayden	H McFayden	17	32	34	34	32	28	126	31

Articles

SEAFLY FUTURE. A CONTROVERSIAL VIEW FROM DISTANT NORFOLK

The Editorial in Summer 1993 asked "Where do we go from here?"

We don't know either but here are a few thoughts.
TOO MANY CLASSES CHASING TOO FEW SAILORS.
That's the problem. These are some Norfolk thoughts. Bear in mind we are not a class fleet, we race to handicap on PY's so we think in comparative terms.

The class attracts attention in Blakeney. It is part of the scene, "this is a Seafly wind" is part Blakeney-speak.

BUT the Seafly does not compete in a consumer niche. Sorry to use the vox pop of the commercial world but classes do compete for popularity in a very discriminating and knowledgeable market.

Here is a comparative analysis for Blakeney, I can't comment on other areas. Rigorous analysis of our racing results would bear this out. The hard truth is that despite the committed Seafly Sailors devotion, the boat does not represent "Best Buy" to non Seafly sailors. And today, best buy is KING.

Families with small children here, are turning to Wayfarers. The Fleet has tripled in 3 years. They are perceived as good racing boats, good upwind in all airs, good reachers, and strong in chop and we sail on troubled waters here. The weight problem on steep slipways does not put people off. They race with kids on board and do well. They are pricey but they hold their price well and all GRP boats have minimum maintenance. Seaflys do not appeal to them. The "Family boat" tag for the Seafly does not ring true.

On a PY of 116 Wayfarers are very competitive. On light airs (1 to 3) Wayfarers are well ahead of us on all types of course. The main advantage is upwind when the big Wayfarer Genoa's point and pull them to our disadvantage. At Force 4 the Seafly can match and win providing the spinnaker is used at every

Articles

possible moment. At Force 5 to 6 the Seafly usually wins even on waves and chop. In essence the performance range of the Seafly is too narrow against other boats. To sail at 114 PY we need big reaches and at least a Force 4. Then we win (see photographs by Neil Foster of shots from Blakeney).

The single handers in Lasers and Phantoms race these boats well into the helm's middle age. In Blakeney few convert to crewed boats. probably because they haven't got crews. the idea that these are young peoples boats is disproved here. They are not potential Seafly men or women.

Many of the trapeze boats have given way to Cats, which have all the qualities for the long upwind and reaching courses here. A few Javelins and 505's still race regularly. Young trapeze fans are on 420's and the 370 is now making an impact with youngsters. No trapezers have moved up the Yardstick to Seaflys.

Hence the Seafly does not compete in the market place here in a major way. The issues are cost and maintenance of a part wooden construction with no clear compensating advantages over the competition. The neighbouring Clubs are going fixed classes only and have excluded Seaflys in favour of Wayfarers.

So what of the future? Probably there are 2 alternatives only. Hold on to your tillers, true believers!

One is for the class slowly to decline and become a curiosity in 10 or so years. "What's that with the red stripe?" "Oh, that's an old Seafly, haven't seen one for years" etc. etc.....

The other is revolution. It is to reinstate the all GRP design and go for value engineered one design boat rigged to the State of the Art which today's leading helms have developed. Maybe a trapeze and get into the 110 and below PY's. This means a builder who will promote the class and get into the mass market. Get the price significantly below a new Wayfarer, value engineer out the crazy costs of "go faster" fittings. Low cost means volume and that means an aggressive policy.

Articles

How to do it?

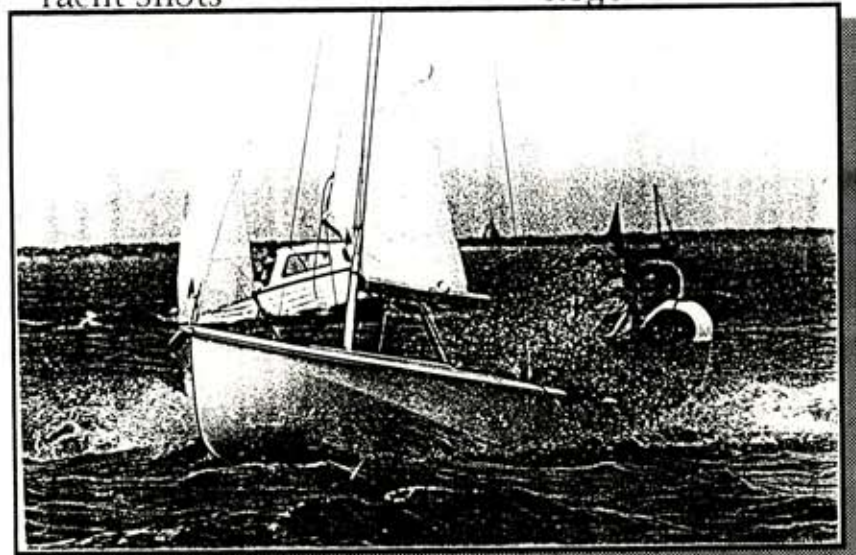
The class association and current builder should form a working party to come up with the "One Design", encourage all the leading helms to have ownership in the future and the GRP builders should be consulted on all details of internal construction. Decide who "Owns" the design and franchise it to a builder. Many problems will be encountered, the will to survive and cash being the biggest, but is there a better way forward?

Meanwhile, I'm switching off the Mac, there's a nice force 4 blowing and the tide's coming in. It feels like a Seafly wind.....

Roger Thompson.

Yacht Shots

Roger & Wife



Neil Foster

1993 Members List

NAME	Boat No	BOAT NAME	Type Mem	Club
Keith Anderson	156		full	
Mark Appleby	500		full	Crawley Mariners
Mike Appleby	500		full	Crawley Mariners
Frank Bassett	620	Sea Hound	full	Blakeney SC
Ken Bartlett	575		full	Starcross YC
Rory Barnes	492	Mantis	full	Christchurch SC
Peter Banfield	31	Mischief 3	full	Havering SA
Mike Bethell	47	Swift	full	Dinghy Cruising
Bill Beeson	643	Clappers	full	Starcross YC
Alan Brook	648		full	Starcross YC
Dereck Brant	159	San Michelle	full	RNSA
Kenneth Buck				
Stephen Cammell	503	Flycatcher	full	Pingewood SC
Maurice Churchill	621	Slap Dash	full	South Cerneley SC
Ron Cockwell	646	Folled	full	Highcliffe SC
David Cotgrove	506	Knights Mischief	full	Starcross YC
Graeme Curtis	335	One Good Turn	full	Norfolk Schools SA
Phil Edmett	176			
Stephen Eley	400	Nell	full	Highcliffe SC
Robert Evans	509	Mr Shifter	full	Rutland Water SC
David Farr	387		full	Lee-on-Solent
John Foskett	69	Goldcrest	full	Highcliffe SC
Peter Fullager			full	Canberra YC Australia
Richard Garry			Assoc	Starcross YC
Barry Goodwins	410	Opus I	full	South Woodhams Ferrers
Simon Greenslade	523		full	Starcross YC
Peter Gray			Assoc	Chew Valley Lake
Alan Green			full	Starcross YC
Peter Guinan	443	Soopa Doopa	full	Llanorse SC
Mike Hartnell	441		full	Worthing YC
Mac Hambling	388	Extra Time	full	Blakeney SC
A.T. Hayes	374		full	Starcross YC
Julian Hoyles	144	Woodle	full	Hoveringham SC
Tim Hoyle	649	Blue Adder	full	Highcliffe SC
David Houghton	433		full	Open Dinghy Club
Brian Howe	644	Howabout	full	Highcliffe SC
David Hughes	638	Mercury	full	Highcliffe SC
Alan Izzard	231	Chloe Too	full	Fishers Green SC
Philip Jones	419	Dunelm	full	Bowmer SC
T.W. Kingsley Singer	482	NoSoSlo	full	Newcastle YC (Co Down)
Rev Richard A. King	384		full	Dittisham SC
Laurie Lanham			Assoc	Starcross YC
Carol Lanham	430	Whisper	full	Starcross YC
Kay Leigh			Assoc	Worthing YC

1993 Members List

NAME	Boat No	BOAT NAME	Type Mem	Club
Tim Le Good			full	Starcross YC
Rosa LeGood	639		full	Starcross YC
John Lloyd	420		full	Starcross YC
Tony Longworth			full	Glenridding SS
Robert Lyle	51		full	
Colin May			full	Highcliffe SC
Ian Mansfield	642	The Admiral	full	Highcliffe SC
T.R.N. Main	634	Nimbus	full	Severn SC
Ian Mc Carroll	172	RR'd	full	Thornton Steward SC
Alasdair McPherson	636	Resolution	full	Highcliffe SC
John McPherson	636	Resolution	full	Highcliffe SC
*Steven Mussell	645	Just Amazing	full	Highcliffe SC
Andy Norman	95	Aces Wild	full	Worthing YC
Maggie Norman	320		full	Starcross YC
Rob Odling	198	Firebird	full	Highcliffe SC
*Robin Pagett	337		full	Glenridding SS
Roy Perriman	623	Jupiter	full	Blakeney SC
Ivan Phillips	650	Cumfrum brum XI	full	Highcliffe SC
W.J. Prescott			Assoc	
J. Reading	179	Ibis	full	South Cerney SC
Chris Roythorn	493	Cquel	full	Great Moor SC
Judith Roythorn	493	Cquel	full	Great Moor SC
Anne Robb	188		full	Newcastle YC Co Down
Brian Robinson	96	Pegasus	full	Worthing YC
Mike Robinson	470	Revival	full	Highcliffe SC
Eric Sales			full	Seasalter SC
David Shaw	329	Susan	full	Starcross YC
*Jeffrey Smith	161	Southern Spirit	full	Glenridding SS
Sam Stoyle	635	Redstart	full	Highcliffe SC
David Stewart	119		full	Worthing YC
Ian Stockdale	378	Puzzle	full	Highcliffe SC
Adrian Summers	624	Sioux	full	Highcliffe SC
David Tarrant	339	Elizabeth Jane	full	South Cerney SC
Joost Taylor	392		full	Crawley Mariners YC
Paul Taylor	652	Summers Day	full	Highcliffe SC
John Taylor	392		full	Crawley Mariners
R.G. & D Thompson	653	Kittiwake	full	Blakeney SC
Barry Thomas	640	Karamel Too	full	Highcliffe SC
F. Turner	320	Sea Scamp	full	Woodlands Park
Colin Tucker	617	Avocet	full	Starcross YC
John Vailes			full	Christchurch SC
M H Waite	15		full	Sussex YC
D.A. Whittles			full	Keyhaven SC
Mike Winfield	651	Merganser	full	Beaver SC
Andy Woolner	647		full	Starcross YC
Rob York	477	Racing Snake	full	Highcliffe SC

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Total of 86 members

* denotes, joined Oct 92

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.

Sail No	Built	Details	Registered	Price
C 250	1967	Wood, excellent condition, 1986 McNamara sails Trailer & trolley. Contact Gary Williams on Tel 0582 768226	Yes	£750
C 279	1967	Wood, 2 suits sails (Seahorse, Lucas), trolley, cover, re-decked, ex Nat Champ Exc order, F. Bassett, Loughborough Tel 0509 890756.	Yes	£600
C 396*	1972	Wood, reasonable cond, combi-trailer. Tel 0234 720029 or work 0604 233200.	No	£545
C 436	1973	GRP hull, wood decks removed & needs rebuilding. Aluminium mast, boom, rudder stock. Sails, trailer, trolley, cover. Kept in dry, not sailed for 12 years. Delivery possible. Bargain. D Canham, Wellington (Somerset) 0823 663223	No	£100
C635	1983	Wood built by Bob Hoare, excellent condition Proctor spars, Combi-trailer, Low Mileage. Telephone Sam Stoyle 0425 279381	Yes	£2,000 ONO
C643	1984	Wood, Bob Hoare built, 2 suits sails, Combi- trailer, good condition, summer sailed only. Bill Beeson, Exeter Tel 0392 873926	Yes	£2,000

BOAT MART (Continued)

<u>Sail No</u>	<u>Built</u>	<u>Details</u>	<u>Registered</u>	<u>Price</u>
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C 650	1988	'Cumfrumbrum' GRP foam sandwich composite, YesOffers Top racing record, complete refit 1992 including new spars, ball fittings, foils Combi-trailer, garaged. Ivan Phillips, Bournemouth 0202 424813		
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Ex C58 items:-	Metal mast (Proctor)	£50
	Wooden spinnaker boom + fittings	£10
	Wooden jib stack + fittings	£4
	Cruising mainsail, reefing points	£40
	2 jibs, 1 OK, 1 clapped out	£30 pr
	Spinnaker - serviceable	£40
	Wooden rudder stock, ply blade	£10

10% will go to Association funds. Contact:
Adrian Tebbutt Tel 0553 631697

WANTED

Wanted, more articles, letters and photo's for
the Newsletter.

NEXT NEWSLETTER

News from the Clubs
Letters
Quizz
Class Forum Report

Tuning Tips
Event Reports
Inlands Report
Your Letters

NEWSLETTER PUBLISHING DATES

	<u>Info In Date</u>	<u>Publishing Date</u>
Bumper Copy	31st Dec. 1993	31st Jan. 1994
Mini Copy	1st April 1994	1st May 1994
Mini Copy	20th June 1994	20th July 1994
Mini Copy	1st Oct 1994	1st Nov 1994