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Seafly in the '90s

NEWSLETTER



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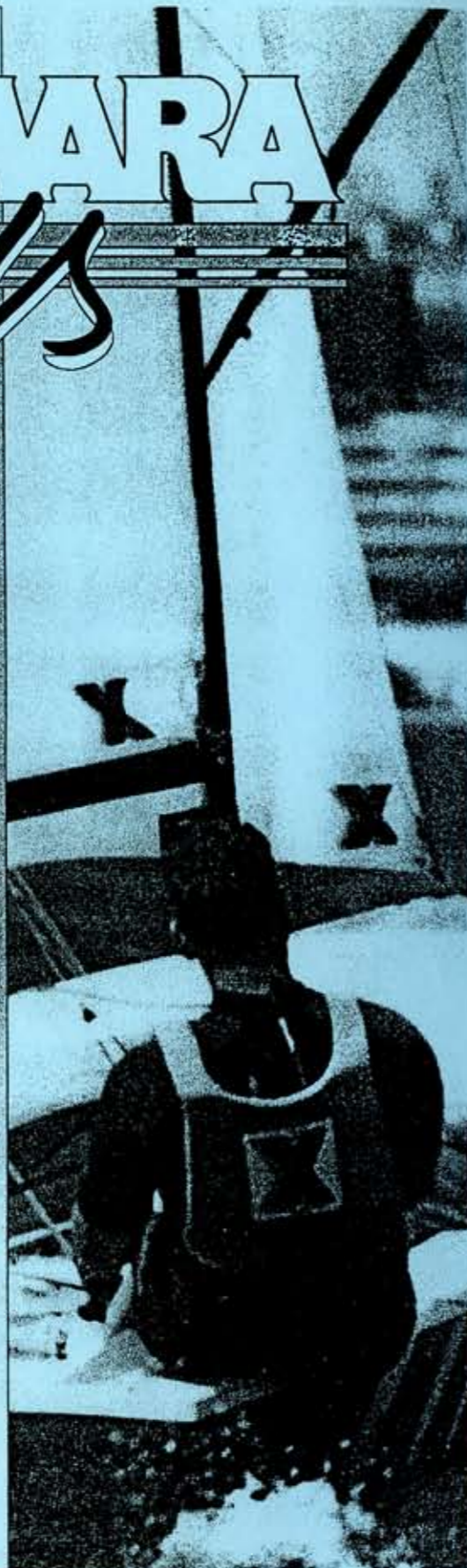
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DISCLAIMER

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

It seems that the Seafly is "hanging on by the skin of it's teeth". Low numbers at open meetings, but a good turn out at the Nationals. If only the copyright could be sorted out quickly. Everybody thought we were nearly there, see AGM minutes, but, that didn't take account of Colin May's "I got all the time in the world" attitude. All he had to do was sign the copyright over and receive £750 cheque. **Not that easy**, Colin disagreed with some of the conditions and said he would get HIS solicitor to rewrite the contract, that was back in August.

WHEN, WHEN are you going to do this Colin. OR are you going to put the final nail in the coffin of the Seafly Class by delaying indefinitely.

My son, Simon was ready to buy one of the first hulls, but he is looking around at others such as the RS400 and the new Topper "Sport 14". Dirty words I know to find them in the Seafly Newsletter, but if we are going to keep these youngsters we have to do something NOW. **NOW COLIN.**

Well I am glad I have got that of my chest; I wont sell my Seafly until I can see no hope for the Class reamerging from the 'Doldrums'.

I sailed 'Mercury' with Simon sailing 'Revival' at the Falmouth Regatta Week and thoroughly enjoyed it. I felt proud to be sailing such a well designed fast, family cruiser/racing dinghy. At first people said "What is that", but they showed more interest when we were going faster than them on the downwind legs. This included Merlin Rockets and Albacores.

Well I do hope we can get the copyright sorted out, and a new builder in place by Christmas. I know Ewen and Rory are raring to go.

Mike Robinson

NEWSLETTER PUBLISHING DATES

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Mini Copy	1st May 1997	1st May 1997
Mini Copy	1st July 1997	1st Aug 1997
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Chairman's Corner

Naturally I was very sorry to have missed the Nationals this year. Our level of entries has held steady from Highcliffe last year. There are a number of options for 1997 that include sharing with the kestrels at Torbay over a full week or maybe we should keep the three day format at one of the 'home' clubs.

As I reported last time we are attempting to get a 'legal' transfer of the copyright from CM Marine. A draft agreement has been with them for some months now but I have yet to receive any written confirmation.

We will need to appoint two trustees to be the 'guardians' of the copyright once the transfer takes place. Legally, an

organisation such as ours cannot own 'property'. Basically we need two people who intend to maintain an interest in the class to come forward to take on these roles.

We look forward to seeing one or two people out and about over the winter to keep our class in the results at races such as the Lymington Charity Pursuit and the Bloody Mary in early January.

See you there.

Paul Taylor

FOR SALE

Four Times winner of the Seafly Nationals

Seafly 122

At present owned by Adrian Summers
Once owned by his Father.

This boat is in immaculate condition, having been rebuilt from the hog upwards just three years ago.

Who ever buys this will be buying something SPECIAL.
See the BOAT MART section for details



Secretary's Report

The SEAFLY Class Association AGM

The Annual General Meeting of the Seafly Dinghy Class Association

Chairman	Paul Taylor
Secretary	Mike Appleby
Treasurer	Tim Hoyle
Newsletter Editor	Mike Robinson
Comm Members	David Hughes Ian Mansfield Mike Hartnell Rory Barnes

Apologies: Paul Taylor, John Lloyd, David Cotgrove, Rob Odling, David & Christine Hughes

CHAIRMAN'S REPORT

"Class sailors have continued to sail at their local clubs, however the decline in fleets at the two remaining clubs with fleet status has continued. Four to six regular sailors at each club.

Only five members have taken their boats away from home locations since the Nationals last year. Apart from the three Christchurch boats only two others travelled to the Highcliffe Nationals.

Without a new boat we decided not to take a stand at Sailboat 96.

Now to the copyright. Agreement has been reached with Colin May for the transfer of his controlling interest in the Seafly design to the SDCA for the sum of £750.00. In order to protect our position I consulted a corporate

lawyer, (providing his services free of charge), who has drawn up an assignment designed to protect our future rights against any claim from past holders, i.e. guaranteed title.

This document is with Colin May for his approval. Once agreed and signed we will receive the plans. Under it's present constitution the Association may not own any property. The copyright constitutes intellectual property and an amendment to our constitution needs to be made whereas we need to appoint two trustees to whom the copyright will pass on behalf of the SDCA. In effect trustees are guardians of the property for the SDCA.

Given a prompt and favourable response from Colin I would expect the transfer to happen in the next month.

To the future, if there is a desire amongst a nucleus of members to develop a new mould, then we need members with technical, boat building skills to take us forward.

Personally, I don't have these and would need the support/commitment of such people if we are to get anywhere at all.

Personally I am prepared to continue the work with Colin until completion and support the class as long as I have my boat and am naturally disappointed not to be with you but feel that I must be around at home as Simon needs me to be here whilst he is ill at this time.

(Continued on page 6)



Secretary's Report

(Continued from page 5)

Good luck and good sailing"
Signed Paul Taylor.

Discussions followed relating to the nature of the agreement with Colin May and the offer of £750 instead of the £500 which had been previously mentioned. During this discussion it was agreed that Colin should pay a royalty to SDCA for any boats he built after transfer of copyright.

SECRETARIES REPORT

The reported another fairly quiet year with just a few enquiry's from potential Seafly owners. The lack of available boats and the lack of GRP boats in particular being a definite drawback.

Interest has been shown in the Seafly from Rutland Water and Newcastle Co. Down, the latter as a letter to Tim from Mark Miskelly of Newcastle, and these interests should be encouraged. He reported that Bill Prescott had written to the association to declare his appreciation of being presented with honorary Life Membership for service to the Association.

The RYA had advised that annual affiliation fees for Class Association were to be based on membership numbers, for the SDCA the fee will be £57.00.

TREASURERS REPORT

The Treasurer reporting on

membership said that the association assets were not quite as good as they appeared because of the addition of two life membership subscriptions. He said that it was normal after the AGM for the Secretary to write to members who had not renewed at that time and this could bring in a further 10 - 20 subs. Until the Association could produce and advertise a new boat he did not propose to increase membership fees.

The Treasurer went on to describe the letter he had received from Mark Miskelly and subsequent correspondence with the Commodore of Newcastle YC who would be pleased to see any visitors to their club. Tim then read out a letter from Bill Prescott, this appears later in the news letter.

Following this the Treasurer reported on his trip to Blakeney for an Open Meeting saying that he enjoyed it very much. The members at Blakeney asked to be remembered at the AGM. In conclusion the Treasurer said that, as he had declared last year, this year he was giving up as treasurer and Ewen Barnes had agreed to take over. There were no comments or questions on the Treasurers Report or the Accounts. A vote of thanks to Tim for his 8 years as treasurer was agreed.

Election Of Committee

(Continued on page 7)



Secretary's Report

(Continued from page 6)

The committee appears on page 2.

VENUE and FORMAT OF 1997 NATIONALS

Various views were expressed regarding the merits of the three day event of the current nationals, sharing with other classes and participating in an established 'Regatta' event, i.e. Falmouth Week etc. The general consensus of opinion was that the 1997 championship should as a 3 day event but should be in the school holiday period.

The Secretary would investigate a number of regatta venues although it was felt that Highcliffe SC. might be a possibility for 1997 with a return to Starcross in 1998

FUTURE OF THE SEAFLY

Following recent correspondence between the Chairman and Colin May, the Treasurer said that he felt the transfer of copyright was close. Trustees would be required to hold the copyright on behalf of the Association, possibly life members. As a temporary measure trustees could be Chairman and Secretary.

A number of opinions were put forward regarding the design of a new boat. Rory Barnes suggested that any new

boat should not render the existing fleet obsolete. Adrian Summers thought that the best possible boat should be available and offered C122 for use as a plug for a new mould.

Don Marine were a company who were interested in producing Seaflys if copyright could be secured. Tony Longworth of Glenridding Sailing School was suggested as a possible builder. Ewen Barnes proposed the formation of a sub-committee to proceed with the development of a new boat. This proposal was agreed by members present and a sub-committee headed by Ewen together with Rory Barnes, Adrian Summers and Ron Cockwell was appointed.

SAILBOAT 97

It was agreed that participation in Sailboat 97 was not worthwhile until a new boat was available.

ANY OTHER BUSINESS

The Treasurer thanked Starcross YC for hosting the 1996 Nationals. Alan Green said it was a pity that so few newsletters were produced but Mike could not publish unless members submitted copy. Mike said that if he received enough material by the end of July he hoped to produce a newsletter in August.



Treasurers Report

MEMBERSHIP FEES

It will be time for Subscriptions as at the 1st January 1997, My address is at the beginning of the Newsletter. May I remind you that yet again the subscriptions have remained the same as last year, at the very reasonable sum of £10 full membership and £5 for associate membership. And don't forget that LIFE MEMBERSHIP is still available.

You will find a 2 memberships renewal forms with this Newsletter one for yourself and one for other person next to you in the Dinghy Park who has a Seafly BUT has not, as yet, joined the Association. It is up to you to recruit new members and make this Association grow.

LIFE MEMBERSHIP

At the 1994 AGM held at Seasalter Sailing Club it was agreed to allow members to pay one large sum (only £100) to become Life Members of the Seafly Dinghy Class Association, that means no more fees!!! No need to worry about sending the cheque off to me. We have 4 Life Members as we go to press.

The idea behind this it to enable the Association to be able to :

- One, buy the copyright and drawings for the Seafly
- Two, to build/repair the hull mould and build a deck mould
- Three, to set up the production of an all GRP Seafly , that will be competitive with present Seaflies

If you have already sent your £10 fee for this years subscription then don't worry you have not missed out ! Just send me another £90 and Life Membership is yours.

We only need about 15% of the membership to take this up and we will have doubled the amount in the kitty.

THE FUTURE OF THE SEAFLY IS IN YOUR HANDS

Good Sailing in 1997

Ewen Barnes, Treasurer



Sailing Events

Seafly Inland Championships 1996

The 1996 Seafly Inland Championships
will be held on Sunday 6th October 1996

At

Burghfield Sailing Club

First Race Starts 11:00 am

LYMINGTON TOWN CHARITY PURSUIT RACE

November 17th 1996

Seafly start at 10:30 on the Sunday

Practice Race on the Saturday

Ring xxx for Sponsorship Forms



Event Reports

1996 SEAFLY NATIONAL CHAMPIONSHIPS Starcross Yacht Club - 6th to 8th July

A fleet of eighteen Seaflyies made a respectable fleet for the 1996 National Championships at Starcross Yacht Club in early July. What it lacked in numbers was more than compensated by enthusiasm and the beautiful setting on the West bank of the Exe estuary. Four visiting clubs were represented with a very strong contingent from newcomers, Christchurch.

It was the Class's first experiment with a 3 day Championship regatta which many other, much bigger established classes have also adopted. The forecast for the weekend was for bright, showery weather with moderate Westerly breezes. In fact the showers came through on Saturday leaving the rest of the weekend brilliantly clear. Breezes were moderate Westerly in the mornings; strengthening and backing in the afternoons.

The practice race on Saturday morning for the Brixham Trophy was sailed in a very uncertain North Westerly. As the breeze died and the tide strengthened, Dave Tarrant, crewed by his wife Liz showed they had lost none of their mastery of such conditions, leading from the start to finish followed by local sailor, Simon Greenslade and then Mark and Mike Appleby from Brough Beech.

The first championship race for the Sussex Salver was sailed on Saturday afternoon. A more definite South Westerly breeze had filled in over the lunch break bringing squalls of heavy rain. Adrian Summers was fitted out with a local crew and it was they who showed their mastery of the fleet in any conditions. Ewen Barnes of Christchurch was second with Will Odling from Solihull, third.

The rest of the weekend was bright and breezy with fast, close and exciting racing throughout the fleet. In the afternoons the conditions proved to much for some of the light weather specialists and the senior sailors.

In moderate conditions, Adrian won the first race on Sunday followed by Dave Tarrant and then Simon Greenslade. Ewen Barnes and the Odling's had also been in contention for a place. In the afternoon blow, Adrian was still in front



Event Reports

(Continued from page 10)

but a close race was fought just behind him by Simon Robinson, Ian Mansfield, Rory Barnes and Will Odling. Cheating the ebb and working the bends in shore paid on the last beat and places changed on every tack.

On Monday morning with 2 races to sail, Adrian looked secure with 3 firsts but the other places were open. The strong flood tide carried the anxious fleet over the at the first start but the race officer was satisfied at the second attempt. Adrian took a substantial early lead until his navigator let him down. When he realised his mistake he was at the back of the fleet and could only recover to ninth. This gave Rory his chance and he found his rhythm in the fiercely shifting breezes under the lee shore. Ron Cockwell and Simon Robinson also read the conditions well to finish second and third with Careen Thomas fourth. The Odling's suffered a capsize which put their good results in jeopardy.

Adrian's result upset the form book and meant he still had work to do to make sure of the regatta. Other places were still open. But Adrian made sure by winning the last race with the Odling's storming through in second to assure themselves of third overall. Ron was third and Kieron, making his mark at the end of the regatta was fourth. Rorie's fifth was enough to give him second overall. Simon Greenslade was pipped on the line by Ian Mansfield but he could discard this seventh to give him fourth overall.

Apart from the race winners prizes, Dave & Liz Tarrant won the Brixham Trophy, Figgy Cain the Amazing Crew Cup, Highcliffe took the team prize, the Canberra Trophy and Kieron Thomas the Brian Howe Trophy.

Position	Boat No	Helm & Crew	Club
1	122	Adrian Summers & Figgy Cain	Highcliffe SC
2	492	Rory Barnes & Jenny Fee	Christchurch SC
3	198	Will Odling	RYA
4	647	Simon Greenside & Dave Kingdon	Starcross YC
5	642	Ian Mansfield & Barry Thomas	Highcliffe SC
6	648	Ewen Barnes & Lee Elford	Christchurch SC

Full results on page 12

1996 SEAFLY NATIONAL CHAMPIONSHIP RESULTS

Sail No	Helm	Crew	Sailing Club	Brix-ham	R1	R2	R3	R4	R5	Total Pnts	Overall Pos
122	Adrain Summers	Figgy Cain	Highcliffe SC	DNS	1	1	1	9	1	3.00	1
492	Rory Barnes	Jenny Fee	Christchurch SC	5	5	12	4	1	5	14.75	2
198	Will Odling	Simon Odling	RYA	4	3	5	5	19	2	15.00	3
647	Simon Greenslade	Dave Kingdon	Starcross YC	2	6	3	2	6	7	17.00	4
642	Ian Mansfield	Barry Thomas	Highcliffe SC	9	4	6	3	7	6	19.00	5
648	Ewen Barnes	Lee Elford	Christchurch SC	8	2	4	8	5	8	19.00	6
646	Ron Cockwell	Sara Schlesinger	Highcliffe SC	14	8	9	11	2	3	22.00	7
640	Kieron Thomas	James Ross	Highcliffe SC	DNF	9	10	10	4	4	27.00	8
470	Simon Robinson	Sam Briggs	Highcliffe SC	10	10	8	7	3	19	28.00	9
339	Dave Tarrant	Liz Tarrant	South Cerney	1	12	2	14	14	9	37.00	10
639	Tim Legood	Rebecca Holdsworth	Starcross YC	11	11	13	6	10	19	40.00	11
575	Richard Gianville	Sue Turner	Starcross YC	7	7	11	13	19	10	41.00	12
649	Tim Hoyle	Mark Hoyle	Highcliffe SC	DNS	19	14	9	8	19	50.00	13
617	Colin Tucker	Mr Littlejohn	Starcross YC	12	14	18	15	11	11	51.00	14
430	Carol Lanham	Dorothy Herbert	Starcross YC	6	13	17	16	15	12	56.00	15
627	John Rowe	Charlie Sandys	Starcross YC	13	19	15	12	13	19	59.00	16
506	David Cotgrove	Jim Fricker	Starcross YC	15	15	16	17	12	19	60.00	17
654	Mark Appleby	Mike Appleby	Bough Beech SC	3	19	7	19	19	19	64.00	18



Event Reports



Nationals 1996 - Starcross
Start of the Second Race on the Sunday morning, Simon Robinson trying to make a 'Port End' start.



Event Reports

FALMOUTH REGATTA 11 to 17 August

Thanks to David and Christine Hughes lending Mercury to me, we were able to take two Seaflyes down to Falmouth for the week long Regatta. That is Simon Robinson crewed by Sam Briggs and myself Mike Robinson crewed by Charmaine Briggs plus a support team of 7 others. We were all staying in the Mean Valley Caravan Park just outside Falmouth. A quiet site just ten minutes from the beach at Meanporth. The Briggs family were not happy with their caravan, but the site staff were very obliging and they were able to move into a better one next to a stream, I think they just wanted to be near the water.

The first race on Sunday was in the Helford River. We reconnoitered the area and found that the Helford River Sailing Club was about 25 miles away, around the other side of the estuary, there was a small launching area on this side but it could get very congested with more than a couple of boats being launched, so we decided to launch from Meanporth Beach and sail the 3 miles round to the start area. The wind was a northerly offshore F4-5 which on the way back got up to a F6. It only took 30 minutes to sail round and get there 10 minutes before the start. Only 10 boats had entered in this race, probably because of the distance away from Falmouth and the conditions. We started on a broadreach as we did on many of the races in Falmouth week. It wasn't as bad as I thought it would be, two Wayfarers had lost their way and were 10 yards the wrong side of the line at the start gun. It wasn't long before the RS600 was showing everybody what a beautiful smooth underside it had, followed shortly after by a 505. With spinnakers set we soon left the Albacores standing and running along side a Merlin Rocket. Simon in Revival was first round the leeward mark but got tangled up with some gaff rigged working boats, in the mean time Mike in Mercury went off on a fine reach with the Merlin Rocket to what he thought was the next mark following the bigger class boats with the Albacores in tow. Simon in the mean time had kept his eye on the ISO and 505 and tacked back into the estuary to a small mark with a flag on. (Which he had happened to notice when he was sailing round) By the time Mike and Charmaine had rounded the 'wrong' mark Simon was nearly out of sight. I thought for a minute he was retiring. Then on the way back into the estuary we came across the Wayfarer class who had started 10 minutes later, rounding the correct mark. From then on to the end of the race we were picking our way through the Wayfarer fleet and forgot about the other boats in the fast handicap class. To our surprise we found that all the



Event Reports

Albacores had finished in front of us and I am sure none went past me. In fact they were twenty minutes ahead of me. We reckon they only did two laps instead of three. The results were that Simon and Sam in Revival came 8th and Mike and Charmaine came 10th just behind the Merlin Rocket.

Monday 12th August - Weather fine but windy, forecast NW F4 - 5.

Took the Seaflyes down to the Falmouth Water Sports Association where we were going to keep them for the rest of the week. The club house was very nice but you needed tokens for the shower, which nobody remembered to get so it was a matter of having cold showers or going without, I must say I got quite used to the cold showers and never did find out how much the tokens were. Back to the racing, this one was organised by the Mylor Yacht Club, the start area about a mile from Falmouth WSA. The course was a big triangle in Carrick Roads. Starting on a run again, then a fetch. Plenty of offwind work to clear the Albacores who we were particularly keen to beat. The RS 600 shot away followed by the ISO's. On the beat, the Merlin Rocket's are just ahead and the Albacores are snapping at my heels Simon is well ahead but has gone too far towards the shore rather than the Oil Rig (yes Oil Rig, it left on Friday) trying to protect his wind from a Merlin Rocket and other big yachts in a different class, result landed up in a wind shadow. The rest of the fleet are trying to keep in the windy area. At last round the wing mark and off we go in a crazy plane out towards Carrick Roads entrance (Castle mark). Most of the Albacores have disappeared behind only one is hanging on to us, trying to take our wind. Simon is a short distance behind and down to leeward. Hoping to take advantage if I have a luffing dual. On the beat the Albacore went passed, we only had one more fetch and reach to be far enough ahead to stay clear of the Albacore on the final beat to the finish. We gained a bit on the fetch and then the wind picked up on the reach and we flew down towards Castle Mark. To our surprise we found we were catching the Merlin Rockets up. The Albacore was about 300 yards behind all we had to do was delay him going passed for as long as possible. The Albacores have a handicap of 1068 to the Seaflyes 1074, 6 minutes in every 1000, which means in a two hour race the difference is only 45 seconds. Each host club puts on a cheap or free tea and cakes after each race and all participants are invited along. There are about 250 boats in the Falmouth Week and it seems that a good proportion of them attend these get-togethers. There was always plenty of food and I reckon there was plenty of merry sailors sailing their yachts back to their own clubs. It is a good job they don't breathalyse sailors. It was at Mylor Yacht Club we came across David and Christine Hughes who had elected to sail their Firefly in Falmouth Week instead of the Seafly. They were



Event Reports

just recovering from a very hectic Firefly Nationals completed the previous week in very windy conditions. On one particular day most sailing events had been cancelled in the West Country apart from the Fireflies, who go out in anything.

Tuesday 13 August - Weather Sunny, Wind NWN 12 Knots.

Again a triangular course but even further out into the open sea than Monday, Mondays race took 2:30 hrs so if they let this go the full three rounds then it will take even longer. I think we will need a pit stop or something. This race was organised by Restronguet SC, starting from the same spot as Mylor Race. With the wind in the same direction the start was again on a run. Soon got clear of the Albacores, five of them. Had a good battle with a Merlin Rocket and a Laser 2. Nearly carved the Laser 2 in half when I had to dip behind Simon in Revival at the first mark, I had water on the Laser 2 but was a bit surprised when he saw a Seafly bow bearing down on him, fortunately I managed to gybe before I hit him. He said something like 'Watch out'. At the next mark still up with the Merlin Rockets Simon in front. On rounding the leeward mark Simon was inside and the Merlin outside him, he swung very wide so I dived in, he shouted 'No water' and I shouted back 'Don't need any, got plenty'. He must have thought we were team racing as I held him from tacking out of Simon's dirty wind, I thought, I wonder how his going to get out of this one. In the end he bore away through Simon's dirty into clear wind. I kept clear of Simon but as we approached each mark we were only about 10 yards apart. Had fun with the Old Gaffers as we picked them off. On one occasion I tacked onto Port only to find a bow sprit about 20 ft away the boat itself was 40 ft away, normally ample room to tack in front of another yacht, I could read the makers name on the end of the sprit. Each lap was taking an hour so we were getting very near the time limit of 3 hours 20 minutes, we just made it but unfortunately Simon had trouble with his spinnaker after he hurriedly dropped it at the wing mark trying to get clear of numerous old gaffers. He ended up with a rip in it this delayed him and finished outside the 3:20 hours, although reading the Sailing Instructions if any yacht finished inside the 3 hours it was extended by 30 minutes, but, as the first ISO finished in 2 hours 18 minutes every other boat should finish within 30 minutes of him, this only allowed about 18 minutes of corrected time. Simon was not the only one. With such a large spread of handicaps the limit should have been 45 minutes or as the RYA rules recommend, no limit, after the race has been validated.

Wednesday 14 August - Weather cloudy but fine NW 8-10 knots

Falmouth Town Race. The girls had decided to have a day-off from sailing, well



Event Reports

you can't blame them, so Simon crewed for me in Mercury. Wow! A windward start, well nearly, a close fetch. Unfortunately an ISO barged at the start hit me once then again before we crossed the start line, he shouted 'Overtaking boat keep clear' I shouted in forceful manner '#####, 720 deg please'. He didn't do a penalty, so I shouted 'Protesting', unfortunately I didn't have a Code Flag 'B' we could only watch him sail off into the 'blue' while we wallowed in everybody's dirty wind. But, all was not lost the next thing I saw was the ISO gyrating, with a RIB with our Class flag flying standing close by. Well, I didn't know they had on the water judging. The incident must have been noted by the Committee Boat as we were only about 30 yards away. The wind was light but steady. It was a day of Roll - tacking and good spinnaker work and Simon used his experience to good use.

The ISO's, RS600 and Merlins were never far away. One Albacore had got ahead and 2 Buzz's were behind most of the race. We seemed to catch up a lot of ground on the long run down Carrick Roads, we even overhauled a 505 with fancy clear sails. The finish was on a beat and the Albacore finished 30 seconds ahead on corrected time with the 1st place ISO, another 2 ½ minutes ahead. Closest race yet.

Thursday 15 August - Weather Fine Sunny, Wind S 5-8 knots

Light winds, holes and isolated shifts were the order of the day. Beating start out to the mouth of Carrick Roads Castle mark. Many went across to the St Mawes shore supposedly to get out of the tidal stream, but I reckoned that the tide hadn't turned. So we went up the middle tacking on the shifts. Only two Albacores in front and the ISO's having trouble in the light airs. On the run the two Albacores were using Team racing tactics against us, giving us dirty wind in turn. The next leg was a close reach and it was important to keep in clear wind. On the next beat the tide had turned but I still reckoned that the middle course was best in the stronger wind. I could see some Albacores that had been giving us trouble in a hole near the shore, unfortunately Simon and Sam was there with them. They did eventually get a lift off the shore and pulled back a bit of lost ground. One Albacore got ahead. By this time we had caught up the Gaffers and they were the next problem on the run and fetch. At the end of the fetch I had to tack twice to reach the mark, due to wind shifts. After one tack I looked behind and to my surprise saw a bowsprit about 10ft away, I had thought the Gaffer was well clear, but with a 20ft bowsprit it was easy to misjudge the distance. As we approached the windward mark for the last time a Sail Training ship had hove - to about 50 yards to windward of it, completely blanketing the wind at the mark. The cruisers and



Event Reports

Gaffers were able to carry way on through the blanket zone but the dinghies were having a real battle trying to stem the tide and make the best of the odd puff of wind to get round the mark. We must have lost at least 5 minutes trying to get round that mark. The race had taken 3 hours 15 minutes and again unfortunately Simon was out of time. Mercury finished 9th.

Friday 16th August - Weather fine sunny, Wind SE 10 - 15 knots

Race at St Mawes, different course today, 4 marks + one special and only 2 laps. Hectic on the start (windward) with cruisers turning round the turning mark only 100 yards in front of the start line. Difficult to get clear wind. An aggressive Merlin Rocket luffed me shortly after the start and he was trying to lean out to touch our jib with his head, difficult to tack because of the proximity of other boats to windward. Apart from that both Seaflyies had a good start and both went in shore where the lifts were. Good reaching leg, Simon about 100 yards behind as we are both catching Merlins up. Simon caught up on the long broad reach to the next mark. Now Gaffers in front, tussle with them up the long beat back to St Mawes. The idea was to keep in shore and use the the wind that was coming off the land at 90deg rather than the main breeze coming up Carrick Roads. Simon got ahead on one of these tacks. (He's getting the hang of it) Laser II right on our tail. Had a good tussle with him for the rest of the race. He finished behind. Albacore went the wrong way round the special mark off St Mawes. So protest flags up, well a piece of red plastic. The Albacore disappeared after the next round so I assume he retired. I must say we were enjoying this race the winds were ideal, yachts of every description were sailing roughly the same course. Some were on a small inner course, Wayfarers on the next course, Fast Handicap, our class, on the larger course in Carrick Roads and the Gaffers on the largest. It really did feel as though we were part of yachting jamboree and when we crossed the line at the end of our Falmouth Week passed the magnificent 70ft Racing Yawl it was the end of a great sailing week. We popped into St Mawes harbour for tea and cakes and then with extra crew members from the support team headed back to Falmouth Watersports Association.

A few Facts

Weeks entry fee	£34
Boat park at FWSA	£21
Parking for week	£12
6 berth Caravan	£350



Event Reports

Results of the Falmouth Regatta Week

Class	Name	Helford River SC	Mylor YC	Re-stronguet SC	Falmouth Town	Royal Cornwall	St Mawes SC	Flushing SC	Total Points	Overall Position
ISO	847	6	1	3	1	1	1	1	8	1
ISO	800	dns(26)	5	5	4	4	7	2	27	2
Merlin Rkt	The Feet	dns(26)	6	11	5	3	4	6	35	3
Seafly	Mercury	10	4	7	3	9	6	dns(26)	39	4
ISO	908	7	9	9	dns(26)	7	10	4	46	5
Alba-core	Wandering	3	7	14	7	rtd(19)	13	7	51	6
Alba-core	Clean Soot	5	14	13	8	dnf(19)	9	8	57	7
Merlin Rkt	Fantasy To	9	10	8	dns(26)	6	2	dns(26)	61	8
Alba-core	Spirit	4	13	dns(26)	6	5	8	dns	62	9
Buzz	416	dns(26)	dnf(18)	16	9	10	12	5	70	10
RS600	Brown Tro	1	2	2	rtd(15)	dns(26)	dns(26)	dns(26)	72	11
ISO	Semper	dns(26)	dnf(19)	10	10	dns(26)	11	3	79	12
505	Purple Peo	2	dnf(19)	dnf(19)	13	dnf(19)	16	11	80	13
Seafly	Revival	8	12	16	dns(26)	dnf(19)	5	dns(26)	86	14
Laser 2	Never	dns(26)	3	4	dnf(19)	11	dns(26)	dns(26)	89	15
Alba-core	Aeolus	dns(26)	11	12	2	dns(26)	dnf(19)	dns(26)	96	16
RS600	Fast Pig	dns(26)	8	6	dns(26)	8	dns(26)	dns(26)	100	17
ISO	797	dns(26)	dns(26)	1	dns(26)	dns(26)	dns(26)	dns(26)	131	18
										19



Event Reports

BLAKENEY OPEN MEETING - 8th & 9th June 1996, by Tim Hoyle

"Is it worth it?" we asked ourselves as we sat stationary on the M25. It was around 6pm on a Friday night and we were beginning to wonder if we had made the correct decision to forgo the Highcliffe Open in favour of our first visit to Blakeney.

At 9pm we were having tea in the Little Chef just before we joined the A12 and eventually at a quarter to midnight we were putting up our tent at a camp site in Weybourne on the North Norfolk coast. Fortunately Roy Perryman, the Blakeney Fleet Captain had done his recce well and we slept soundly that night in spite of a thunderstorm.

The start on Saturday was not till 12:00 so we had a leisurely get up with time to pick some strawberries for breakfast. Blakeney Sailing Club House, a garden shed strategically situated in the middle of the dinghy park, was a hive of activity by 10 am with people queuing to peer at the anemometer.

For those unfortunate sailors who have never been to Blakeney, the dinghy park and the picturesque Quay are situated on the banks of a creek which provides the access to the large landlocked harbour. The Open weekend was over a period of neap tides (a big advantage to us travellers because spring tides would have meant an 8:30 am start); however this did mean that we had to be nippy out to the harbour and do the race before we ran out of water. Carefully avoiding all other craft trying to tack in the narrow channel in little wind, running aground as we cut the corner on the way out, the (only) visitors made the start on time and led all the way round. Fortunately Blakeney provided a guide boat to show us the way and with a little help from directions called from the rest of the fleet close behind us we made it first over the line about an hour later. Second place was taken by Jane and Andrew Bassett in 620.

Shortly after arriving back at the Club House (sorry, shed, "but you can just see our possible new Clubhouse o'er yonder") the creek had dried up again. Apparently the best time to sail at Blakeney is in the winter on a spring tide when you don't have to follow the creeks but can just sail straight out over the salt marshes. My crew and I went training for the of the afternoon studying wind conditions and flying various kites from reclaimed pebble banks. We were careful to follow the "Danger - Unexploded Mine" warnings; mines had been uncovered during reclamation of the protective shingle banks following the winter storms. As the sun set over the sea one could have imagined Captain Mainwaring and the rest of Dad's Army preparing to defend Warmington-on-Sea.

(Continued on page 21)



Letters

LETTER OF THANKS

What a lovely surprise to receive your letter and I am flattered that I might be remembered after all these years. I was not aware of the proposal, but I am very proud and happy to receive the Life Membership and thanks from all the members of the Association. Ironically, I am at present sitting with my leg in plaster for a broken ankle. So whilst you were enjoying the wonderful weather at the Nationals, I was quite immobile.

It is over 30 years ago that I first became Secretary of the Association and I must give my thanks to my wife, Joan, for the help and support she gave in keeping the Association alive. It is surprising to see quite a few names from that time, like Alan Izzard, David Tarrant, Peter Gray, Carol Lanham and of course Alan Green, who has done a great deal. There are still more with 10 - 20 year membership, and this feature of the Seafly Association used to give me great pleasure when meeting up on the water at the Nationals and Open Meetings. I hope you continue to enjoy this kind of friendship for years to come.

Many thanks to you all - and I might even be able to get to Seasalter
Sincerely

(Continued from page 20)

That evening there was a Seafly gathering in The White Horse; the hospitality was great and the reminiscing went back to the days of Nationals with more than 80 boats on the start line.

Sunday's wind was even more fickle; as we went down the channel it did a full circle and the strength varied from about a force four to zero before it settled to a strong force one from the the north east. This allowed some jockeying of positions resulting in the previous days 1st and 2nd places being swapped and the remainder showing more consistency.

A total of two and half hours sailing and a weekend trip of around 600 miles. Was it worth it? Most definitely YES. A beautiful part of the country and very friendly sailing. Make the effort to go and you won't regret it

Final Overall Placings:-

1st Jane and Andrew Bassett C620	2nd Tim and Mark Hoyle C649
3rd Roy Perryman & Ken Lee C623	3rd John Myers & Bill Brooks C644



Event Reports

SEAFLY INLAND CHAMPIONSHIPS 1996 BURGHFIELD SAILING CLUB

The Inland Championships were low in numbers and lacking of wind. Only three Seaflyers turned up, probably due to a lack of advertising and low enthusiasm for events on a 'puddle' just off the M4.

Paul Taylor and Mary were there from the host club, plus Simon Robinson in Revival and Mike Robinson in David Hughes's Mercury. Samantha and Charmaine Briggs were crewing for Simon and Mike.

The first race was in very light winds, with the geese landing on the lake making more ripples than the wind. Simon was in trouble from the start, finding the light winds difficult to sail in. Paul got an early lead with Mike behind, as Simon fell behind a tacking duel ensued between Paul and Mike, with Mike going round the first mark first. Paul overtook on the run and then Mike regained the lead on the beat again. This format carried on for the rest of the race, until Mike established a reasonable lead on the last reach and held the lead to the finish.

The second race the wind was up and the positions were reversed. Simon was in the lead with Paul snapping at his heels. Mike had gone the other way round one of the islands that are a feature of Burghfield and falling into a hole in the wind. 100 yards behind at the windward mark, he had a lot to catch up. Simon in the mean time last out to Paul on the broad reach. Off the wind Paul was definitely faster. The course was basically a beat up the lake then a zig zag course down wind, so there was plenty of spinnaker handling on the downwind legs. On the mark before the leeward mark Mike, having caught up to Simon and Paul, elected to drop his spinnaker and do a tight rounding of the mark inside Revival and Summer Breeze. This was accomplished and he managed to get inside both boats and up to windward of Paul in the lead, thus nullifying the effects of the spinnaker. The breeze came up and at the leeward mark only ten yards separated the boats. This time it was Simon who went round the 'wrong' side of an island and dropped into a hole, just when we thought the wind was here for good. Mike got ahead and held on to his lead to the finish, thus taking the Championship from Paul Taylor.

The third and last race was for second place and Simon did well by getting into an early 50 yard lead, but the down wind speed of Paul gradually reduced that lead



Event Reports

until Simon had to concede the lead and second place overall to Paul. Mike after an early tussle with Paul fell into yet another hole losing a 100 yards when only 200 yards from the mark, lost touch with the race until the final beat when he caught Simon up and had a tacking duel (Paul having finished) up to the finish line. Simon just pipped Dad for second place.

Mike Robinson

Boat No	Name of Boat	Helm	Crew	1 st Race	2 nd Race	3 rd Race	Final Points	Final Position
638	Mercury	Mike Robinson	Charmaine Briggs	1	1	3	1.25	1
652	Summer Breeze	Paul Taylor	Mary	2	2	1	2.75	2
470	Revival	Simon Robinson	Samantha Briggs	3	3	2	5	3

FINAL POSITIONS

1996 Membership List

Keith	Anderson	156		Carsington SC
Mark	Appleby	654		Bough Beech SC
Mike	Appleby	654		Crawley Mariners YC
Peter	Bailey	-		none
Brain H	Ball	499	Scarlet Runner	Errwood SC
Ewen	Barnes	648	Mistress	Christchurch/Hghclif SCs
Rory	Barnes	492	Mantis	Christchurch SC
Frank	Bassett	620	Sea Hound	Blakeney SC
Dereck	Brant	159	San Michelle	RNSA
Alan	Brook			Starcross YC
Ken	Buck	399	Raksha	
Stephen	Cammell	503	Flycatcher	Pingewood SC
Ron	Cockwell	646	Foiled	Highcliffe SC
David	Cotgrove	506	Knights Mischief	Starcross YC
Graeme	Curtis	335	One Good Turn	Norfolk Schools SA
Richard	Cutsforth	28	SALT and LIGHT	Felpham SC
Phil	Edmett	176		Blakeney SC
Simon	Elliot	279	Lenci	Rotherham SC
Richard	Ellis	645	Just Amazing	Highcliffe SC
Stephen	Eley	400	Nell	Highcliffe SC
Lee	Elford			Christchurch SC
Robert	Evans	509	Mr. Shifter	Rutland Water SC
David	Farr	38	Spirit of Adventure	Lee-on-the-Solent SC
John	Foskett	69	Goldcrest	Highcliffe SC
Peter R	Franklyn	367	Avon+Somerset Constab. SS	
Tony	Francis			
Peter	Fullagar		Associate	Canberra YC
Richard	Garry		Associate	Starcross YC
Richard	Glanville	575	Folie a Deux	Starcross YC
Barry	Goodwins	410	Opuss 1	Creeksea SC
Barry	Graham	277	Vala	
Peter	Gray			Chew Valley Lake SC
Alan	Green			Starcross YC
Simon	Greenslade	523		Starcross YC
Peter	Guinan	443	Soopa Doopa	Llangorse SC
Mac	Hambling	388	Extra Time	Blakeney SC
Mike	Hartnell	626		Worthing YC
Andrew	Hayes			Starcross YC
Robin	Herford	173	Spider	
David	Houghton	433	Charlie Brown	Angmering on Sea ODC
Brian	Howe	644	Howabout	Highcliffe SC
Tim	Hoyle	649	Blue Adder	Highcliffe SC
Julien	Hoyles	144	Woodle	Hoveringham SC
David	Hughes	638	Mercury	Spinnaker SC
Paul	Hughes	476		Baltic Wharf SC
Alan	Izzard	231	Chloe Too	Fishers Green SC
Ray	Jackson	287	Daisy Petal	
Roy	Johnston	650	Sonic the Seaslug	Christchurch SC
Philip	Jones	419	Dunelm	Bowmoor SC
Richard	King	384	Fifi	Dittisham SC
Carol	Lanham	430	Whisper	Starcross YC
Peter	Lawson	405		Blakeney SC
Tim	Legood	639	Waterloo	Starcross YC
Kay	Leigh		Associate	Worthing YC
John	Lloyd	420		Starcross YC

1996 Membership List

Kate	Longworth			
Tony	Longworth	various		Glenridding Slg. Sch.
Robert	Lyle	51		Flam
T.R.N.	Main	634	Nimbus	Severn SC
Ian	Mansfield	642	The Admiral	Highcliffe SC
Colin	May			Highcliffe SC
John Ian	McCarroll	172	RR'd	Thornton Steward SC
Jim & Jan	McClellan	434	Black Magic	Arun YC, Littlehampton
Duncan	McFadyen	633		Starcross YC
Marc	Miskelly	243	Ippolitow	Newcastle YC
John	Myers	644	Anna Purna	Blakeney SC
Andy	Norman	95	Aces Wild	Worthing YC
Maggie	Norman	320		Starcross YC
Rob	Odling	198	Firebird	Highcliffe SC
Robin	Pagett	337	Red Arrow	Glenridding S Sch
Roy	Perryman	623	Jupiter	Blakeney SC
Bill	Prescott			
Jim	Readings	179	Ibis	South Cerney SC
Anne	Robb	188	Sea Swallow	Newcastle YC
Brian	Robinson	96	Pegasus	Shoreham MYC
Mike	Robinson	470	Revival	Highcliffe SC
Simon	Robinson	470	Revival	Highcliffe SC
John	Rowe	627		Starcross YC
Judith	Roythorne	493	Cquel	Great Moor SC
Chris	Roythorne	493	Cquel	Great Moor SC
Eric	Sales			Seasalter SC
Charlie	Sandys		Associate	
David	Shaw	329	Susan	Starcross YC
Kingsley	Singer	482	NoSoSlo	Newcastle YC (Co.Down)
Jeffrey	Smith	161	Southern Spirit	Glenridding SSch.
Ian	Stockdale	378	Puzzle	Highcliffe SC
Alan	Storey	636	Resolution	Burghfield SC
Sam	Stoyle			Highcliffe SC
Adrian	Summers	122		Highcliffe SC
Wallace	Symmonds	480	Jack	Cotswold SC
Dave	Tarrant	339	Elizabeth Jane	South Cerney SC
John	Taylor	392	C Me Fly	Crawley Mariners
Joost	Taylor	392	C Me Fly	Crawley Mariners
Paul	Taylor	652	Summer Breeze	Burghfield SC
Barry	Thomas	640	Karamel Too	Highcliffe SC
Keiron	Thomas			Highcliffe SC
Roger	Thompson	653	Kittiwake	Blakeney SC
Keith	Thornbury	245	Festino 2	Newcastle YC
Colin	Tucker	617	Avocet	Starcross YC
Stuart	Tucker	293	Andromeda	Eastney CA
F.G.	Turner	320	Sea Scamp	Woodlands Park
Sue	Turner	320	Sea Scamp	Starcross SC
G.	Uren	369	Still Crazy	Swanage SC
Matthew	Waite	15	Fly by Night	Sussex YC
Terry	Wetherill	3	Hi-Fly	Llangorse SC
D.A.	Whittles	485	Optimist	Keyhaven YC
Mike	Winfield	651	Merganser	Beaver SC
Rob	York	477	Racing Snake	Highcliffe SC



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 01548 852972

* denotes advertised in Yachts & Yachting

Sail No	Built	Details	Registered	Price
C 69	1963	Wood, 2 masts, 2 suits sails, Good cond. No trailer. John Foskett, Highcliffe 01425 277695	Yes	£695
C 98	1964	Wood, Proctor mast, new boom, trolley, 2 mainsails, 2 spinnakers, 1 jib, all a little old, new cover. Neil Cuthill Tel: 01305 265726	Yes	£300 ono
C122	1964	Wood, completely rebuilt to new layout, Wested hull, very stiff & min weight. 4 x National winner, Trolley cover Hood sails M4 mast. Adrian Summers Tel: 01202 422560	Yes	£3250
C171	1964	Wood hull, Needlespar mast, Hull sound but needs repainting, no rudder or tiller, no sails! Clive Tappendon Tel: 01983761147	?	£100
C 179	1965	Wood, by Moores, Proctor spars, 3 mainsails, 3 jibs, 2 spinnakers, trailer, trolley. Good condition. J Readings. Cheltenham 01242 244218	Yes	£500 ono
C 396*	1972	Wood, reasonable condition, combi-trailer. Bedford Tel: 01234 720029 or work 233200	No	£545
C 369	1970	GRP Proctor spars, Mac sails, little used spinnaker, cover, trailer, trolley. Good cond. Graham Uren Tel: 01929 472219	Yes	£525
C 499*	1976	GRP, trailer, trolley, cover, various sails. Torquay Tel: 01803 293078	Yes	£500



Boat Mart

C 308	1969	Good order. Various sails New mast Trailer N Macfadyen Tel: 0181 6925344	No	£750
C649	1988	GRP Foam/Wood, CM built, ball bearing blocks, rigged for racing, Combi trailer, cover Tim Hoyle Tel: 01425 277795	Yes	£2,250
C654	1993	GRP Foam/Wood, CM built, 2 suits of sails, spare centreboard, top & bottom covers, Trailer & Trolley, fully rigged for racing, Down to weight	Yes	£3,000

The following boats have been advertised for sale in the late August edition of Yachts & Yachting

C?		GRP Road Trailer, Trolley, new cover Hove Tel: 01273 700491	?	£575
C279	1967	Wood, epoxied hull, Three suits of sails (one new) Trolley & cover Ex Champ boat. Tel: 01246 812777	Yes	£1,100

Please let the Secretary or the newsletter Editor know if you sell your boat, Tel: 01202 888371 or 01293 520693

PRESS RELEASE

NEW PRODUCT

“RUDDERCLUTCH”

A NEW PRODUCT FOR USE ON SAILING BOAT RUDDERS AND CENTREBOARDS HAS BEEN INTRODUCED BY THE WALTON, ESSEX, ENGLAND FIRM OF 'ROCHFORD MARINE ENTERPRISES'.

CALLED 'RUDDERCLUTCH' IT IS A SMALL DEVICE THAT ENABLES THE HELMSMAN TO INSTANTLY CLAMP THE RUDDER BLADE IN ANY POSITION OR RELEASE WHEN REQUIRED. THE RUDDER BLADE WILL ALSO 'LIFT' IF IT MAKES CONTACT WITH THE GROUND OR AN UNDERWATER OBSTRUCTION THUS AVOIDING RUDDER DAMAGE.

IT IS SUPPLIED IN 'KIT' FORM AND IS SIMPLE AND EASY TO FIT TO ANY SUITABLE RUDDER STOCK.

When ordering please advise the following information:-

Type of Craft.....

Stock type/make.....

Stock width.Ext.....

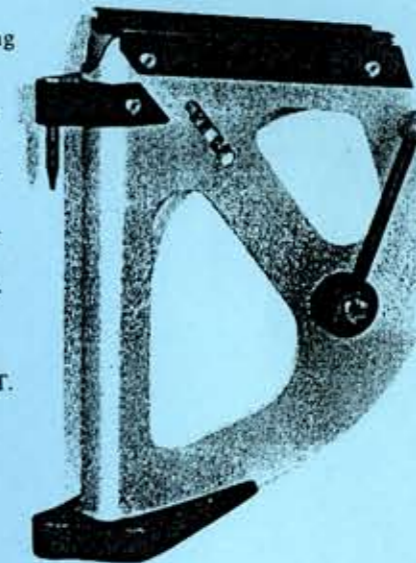
Bolt size.....

PRICE:- £19.98.....Exc. V.A.T.

P/P £1.00
20.98

V.A.T. £3.67.....

Total £24.65.



FOR FURTHER DETAILS CONTACT:-

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M.R.I.N., A.M.N.I., Assoc.R.I.N.A.

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