



SEAFLY NEWSLETTER

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FEBRUARY 1987

EDITOR

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Four months since the last Newsletter and the struggle with the darkest days of winter, leaves inspiration at its lowest ebb. Fortunately your Secretary has remained active during these dull days and it is mainly thanks to him that this issue has got to press at all.

CHAIRMAN

David Hughes  
'Lynmore'  
Highwood,  
Ringwood  
Tel: 0425-470464

Keen readers will notice that both my address and telephone number have changed since last year. It is hoped that this will only improve our performance on the water.

SECRETARY

Alan Green  
10 Higher Warren  
Kingsbridge  
Tel: 0548-2972

A Happy New Year and good sailing in 1987. I shall be sailing my newly acquired Sailfish 18 in Kingsbridge estuary and I hope to be around at one or two of the Open Meetings and the Nationals.

It is nice to record that the membership continues to grow and it is a pleasure to welcome several who have joined during the winter months:

JOHN LOWE\_His club, near Basingstoke has acquired C65 and are busy refurbishing it.

MICHAEL PATRICK/IAN McCARROLL\_Joint owner of C395 at Starcross, sails C172 at Thornton Steward SC in North Yorkshre.

CHRIS BATTEN\_Sails at Chew Valley Lake SC and has acquired two of an early batch of CM Marine boats built for sailing instruction. These boats did not originally have sail numbers and have now been registered as C574 and C575.

1987 NATIONAL CHAMPIONSHIPS The Championships are being held this year at Highcliffe Sailing Club near Christchurch, from 9th to 14th August. There will be a Practice Race on the Sunday followed by one race each day with four out of five to count.

Highcliffe Sailing Club is situated at Mudeford Quay at



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the entrance to Christchurch Harbour. Boats are easily launched into the Harbour from the dinghy park and the Olympic courses are set in Christchurch Bay which is reached through 'The Run'. This may be regarded by some as a challenging feature, but provides interest rather than danger. The Clubhouse is large with all essential facilities such as a well stocked bar. It is also worth noting that the Commodore, Vice-Commodore, Rear Commodore (Sailing) and perhaps most importantly, the Catering Chairman are all Seafly sailors.

Arrangements are in hand to organise camping facilities, although the Stanpit Recreation Ground that previous visitors may remember, is not expected to be available this year. Colin May has investigated good alternatives however and if you want to make enquiries, give him a ring on 0202-476145.

We hope to see new faces this year as well as all the old friends. No-one should feel that they need to be an expert and the keenest battles and the best sailing of the week often develop down in the main body of the fleet.

### RYA DINGHY SHOW, 1987

'Sailboat '87' was held at the Crystal Palace National Sports Centre during the weekend of 7th and 8th March. The Association exhibited the latest Seafly, number 646, Ron Cockwell's new boat. Ron, from Highcliffe, sailing with Colin May, was runner-up in the 1986 Nationals at Seasalter. The Seafly stand was once again in Hall One, but in a different position, nearer the entrance. As last year there seemed to be considerable interest in our Class with several genuine enquiries about secondhand boats.

The Dinghy Show is by far the best event of its kind for dinghy sailors. With lectures and demonstrations to appeal to all levels of sailing ability, films and videos, as well as activity events in the swimming pools for spectators and participants.

### Portsmouth Yardstick

In 1986 the RYA increased the Seafly Yardstick Number from 113 to 114 in order to produce better results in handicap racing. The RYA relies on clubs to make an annual return of PY recommendations and unless this is done a class can be dropped from the scheme from lack of evidence.

It is disappointing to learn that the RYA have only received two or three returns from clubs sailing Seaflys last year. Fleet captains are urged to ensure that their clubs support the scheme and make returns promptly at the end of each sailing season.

### Newsletter Production

Some members may have been rather disappointed by the quality of print in the last Newsletter. In an attempt to reduce ever increasing costs, a new method of typesetting was used, but apparently the printer inadvertently reduced



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the supply of ink to his machine as well. He hopes to do better this time.

### Publicity

Two or three publishers have recently approached us, who are producing booklets on sailing dinghies. Details can easily be supplied in the form of text, but if anyone has good action photographs which would draw attention to the boat please contact the Secretary, Alan Green. Preferably, the photos should be black and white and while a print can be used, the negative would be better.

### Letters to the Editor

The Editor, reserving the right to edit, craves the indulgence of willing contributors for not quoting them in full. It should be understood that the Newsletter is produced at midnight on the day before printing after half a bottle of Scotch and his fingers hurt. (This is also why he can never find the windward mark.)

Tony Fielden, Stiffkey, Norfolk. Blakeney SC

Tony makes a plea for a reconsideration of the addition of a trapeze to the Seafly which he thinks will be a revitalising factor.

'When one sees what the double trapeze has done for the International 14 Class; what might not a trapeze do for the Seafly?

To me it is vital that we attempt to attract a lot more young blood into the class and one of the ways of doing this would be to adopt a trapeze.'

Such a change would certainly be very radical and the question has been debated and rejected from time to time, but now it has been raised again does anyone else have a view?

Barry Thomas, Highcliffe SC Seafly 640

Barry is concerned about the amendment to the rule for measuring the mainsail which he voted for at the 1986 AGM, albeit with some reservations. These have been reinforced by subsequent observation.

' . . . I was surprised to count over ten boats who did not comply with the Class Rules on black bands . . . One boat was observed with no black bands at all!

Coming on top of other recent controversies like the weighing of boats . . . , the removal of weight without certification and arguments concerning spreader height and length . . . these serve to illustrate the fact that we need a Rules Book published NOW.

It is only by this means that we can establish exactly what a Seafly is . . .

I would welcome any comments on this view or any pressure applied to your local Committee member to achieve this end.



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It will benefit the Class if we can eliminate what can only be called, in its simplest form, cheating.'

Seaflys in Winter 1. The 'Bloody' Mary January 10th dawned dull and cold with a forecast of bright but bitter weather. If the boat had not been hitched on and ready to go we might have had a look and retired back to bed. Snow flurries were sweeping across the M3 on the approach to Staines. The atmosphere around the Clubhouse and dinghy park at the Queen Mary Sailing Club was electric. With 300 boats to rig and launch and nearly 1,000 people on the park, space was at a premium. As the Toppers got away at midday, a weak sunshine lent a false brightness to the cloud of sail jockeying for position on the line. At this stage, the crew of the lone Seafly could still feel their feet and hands as they lined up with the Lasers and Cherubs. But the temperature was minus 6 and the North Easterly breeze freshening from a gentle 6 or 7 knots to a brisk 14 to 16.

During the first 90 minutes of the race 'The Admiral' was working well up the fleet, making ground on Larks, 420s and Enterprises and holding off challenges from Merlins and Fireballs. Every tack brought a fresh shower of ice down into the cockpit from the mainsail and the crew found pumping the spinnaker difficult with the thick coating on the sheets. With 20 minutes to the finish the chill factor of the freshening breeze worked through the layers of clothing. Half the fleet (the sensible half) had retired by this stage, but C642 was determined to get a finish in spite of the tears of pain which were freezing on the crew's cheeks.

We were 63rd, but at the finish all we could think of was getting ashore. Easier said than done with the main frozen solid in the mast and boom and every sheet three times its normal thickness with a coating of ice. If there had not been a heroic shore party ready with buckets of hot water, 642 would be at Queen Mary still, imprisoned in a block of ice.

### Seaflys in Winter 2. 'The Pompey Perisher'

At the end of January, the start of the Spring season, we took 'Resolution' to Portsmouth for the 'Perisher'.

The weather was cold with light and variable winds and a heavy port bias gave the lone Seafly problems on the line. However, making the best of the shifts up the beat brought us to a satisfactory 15th at the windward mark. Delicate work in shifty airs maintained this position down the reaches until the final leeward mark when we were caught by the leading Fireballs and International 14s.

At the finish we were 28th out of 108 starters, a reasonable showing but 'could have done better'.

Alasdair and John MacPherson



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### CLUBS

#### HIGHCLIFFE

Since the end of the Summer series in September, activity at the Club itself has been limited to a Frostbite Series sailed exclusively by the Catamarans. The usual Frostbite venue for Highcliffe dinghys is the relatively sheltered waters of the Solent for the Series hosted by the Lymington Town Sailing Club. The fine weather of late Autumn temped as many as five Seaflys to enter at the start of the Medium Handicap Series. However, the weather soon broke and for a few weeks the event was more accurately renamed The Lymington Town SC Coffee Morning. Colin May sailing 'Resolution' with John McPherson had the determination to finish and took the trophy from the Moths and Wayfarers.

Three Seaflys went to the Spinnaker SC in Ringwood just before Christmas for their end of season 'Icicle'. The day was bright and cool with very gentle and shifty airs round the lake. The Enterprises gave a virtuoso display of roll tacking and gybing techniques to which, none of the other boats had any answer. In spite of having an enjoyable day out, the Seaflys made a poor showing.

An interesting turnover of boats has occurred over the Winter with 624 'Sioux' going to Paul Taylor whose 'Yellow Peril' is now up for sale, and Peter Jones taking over 645 'Just Amazing'. This activity is probably all to no avail since Rob Odling has put a new go fast bottom on his boat and will probably be the man to watch.

#### BLAKENEY

Although numbers of Seaflys sailing the North Norfolk coast may now be few, nevertheless, there still seems to be a keen interest in the class along that stretch of the coast. This is evidenced by Blakeney's continued willingness to mount an open meeting for us every year and by a letter to the Editor recently received from Tony Fielden who lives in Wells.

#### STARCROSS

The Starcross fleet continues to grow with increasing interest in all directions. There is a healthy turnover of owners within our existing fleet and several boats have been 'imported'. Paul Kelly sailing 101 is proving once again that an older rebuilt boat takes a lot of beating in the right hands. No. 183, Alan Brooks 1986 Championship boat has been sold within the Club and Alan has been conspicuous by his absence! However, from the piles of sawdust and shavings to be seen outside his garage and the rumour that a GRP hull was spotted heading West from Christchurch recently, it seems that Alan is keen to defend his title this year. Welcome also to Mike Patrick sailing C395. Also on the stocks is the Mk I 'Fricker' - But this is still on the secret list. Perhaps there will be more details for the next Newsletter.

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DATES FOR YOUR DIARY

Event	Date	Times:
Open Meeting 1987		
Blakeney SC	20th June	Sat. 1400
	21st June	Sun. 1500
Starcross YC	4th/5th July	
Worthing YC	25th/26th July	
Seasalter SC	19th/20th Sept.	
South Cerney SC	4th October	

National Championships 1987  
Highcliffe SC 9th/14th August

National Championships 1988  
Brixham YC August 1988

'FOR SALE

C450

Wood construction. Full suit of sails. Proctor Beta mast. Launching trolley. Condition\_fair. Kent. Any reasonable offer.

Fred Williams 0795-521650.

C473

All GRP. New mast and rigging. Launching trolley. Highcliffe. £750 ono.

Arthur Starkey 04252-78623.

C499

All GRP, Zygal hull, two suits Lucas sails plus spinnaker. Proctor spares. Bramber combi trailer/launching trolley. Hardly used. Dartmouth. Price to be agreed.

S. Reynolds 08043/2736.

C110

Sound wood boat. Recently refurbished with all new fittings. Supersparses M2 mast and boom. Full suit of sails. New sheathed centreboard. Combi trolley/trailer and cover. £650.

Paul Taylor, 9 Wagtail Close, Twyford, Berks. 0734-342433.

Combi trolley

Ron Cockwell, Ringwood 04254-6638.

Centreboard, mahogany with inlaid brass edge strip. £30  
Alan Green, Kingsbridge 0548-2972.

WANTED

Craig Harris. Newish spinnaker, fairly flat, good condition. 45 Ingram Road, Melksham, Wiltshre.