



SEAFLY NEWSLETTER

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FEBRUARY 1988.

EDITOR: Ian Mansfield,
2 Westfield Gdns, Christchurch. 04252-77589

January sensibly marked the end of the old season with the Dinghy Show followed by Easter signaling the start of the new. Lone Seaflyies made appearances at The Queen Mary Reservoir and off Southsea Beach, for the Pompey Perisher but while both shipped a bit of Oggin in the strong going, neither covered themselves in glory.

Keen readers of the Secretary's notes will see that the question of the Yardstick Rating appears again. While our number 114 has been restored to us for the time being, we are still in a bit of trouble. Anyone close to the ear of their Sailing Secretary should nag for the returns to be made to the RYA.

CHAIRMAN: David Hughes.
"Lynmore". Highwood, Ringwood. 0425-470464

As chairman, I have been sailing my armchair all winter and am now looking forward to dusting off the Seafly and meeting you on the water again soon. Welcome to new Seafly sailors and we are delighted to hear from more distant cousins.

Kingsley Singer from County Down will be competing in a Seafly in Poole Harbour during June. Good luck! We hope that he might also be able to come along to Highcliffe during the Dinghy Open.

I represented the Association at the RYA Class Association Forum at Kings Cross in December; a most educational day which I could recommend to anyone for next year. Did you know that we are grouped with the Estuary OD, Redwing, Sprog and Tinker and represented in committee by the Mirror chairman? The meeting gave the chance to be advised on points ranging from insurance liability to the laws of racing and building. The RYA experts were on hand to advise on individual problems and it was intersting to compare our differences with sailors from other small classes.

I would like, on behalf of the class, to wish speedy recovery to Marcus Melanaphy, still in Poole Hospital after a serious skiing accident at christmas. We all wish you well Marcus and look forward to seeing you upright again and capsizing your Seafly soon.

Hoping to see many of you at the Crystal Palace show next month.

David Hughes.

SECRETARY: Alan Green.
10 Higher Warren, Kingsbridge, Devon. TQ7 1LG
0548-2972

1988 National Championships

From the calendar you will see that the Nationals this year are being held at the Brixham Yacht Club in Devon

Those who were at Brixham in 1984 will recall that there is an excellent clubhouse, which overlooks the harbour and also Torbay where the courses will be set. It is hoped that we will again be able to park our boats on the nearby Freshwater carpark and have the club cadets to help with launching and recovery on the slipway.

Last time at Brixham the week was shared with the Solos: this year it will be Tasars which are similar in size to the Seafly but with a PY of 108.

The Torbay Area is a very popular holiday resort and it is advisable to book accomodation early. A brochure can be obtained from the Tourist Information Office, Old Market House, The Quay, Brixham, Devon. Tim and Maggie LeGood of Starcross are researching campsites.

R Y A Dinghy Show.

Sailboat 88 is at Crystal Palace as usual. This is the Association's main publicity event.

Our stand will be in Hall 2 which is on the balcony at the end of the Main Hall. While this is not quite so convenient, it is away from the big classes with their elaborate stands and noisy videos.

Tim Hoyle of Highcliffe will be showing the very latest, Number 649; fresh from the yard of Colin May.

The Crystal Palace Show is the best event of its kind for dinghy sailors with lots going on for every level of interest. It is conveniently located for most people in our fleet and there is ample parking space when you get there.

Entry fees are unchanged from last year at 3 pounds for adults and a pound for children. It's a great day out. I shall be on the Seafly Stand throughout the Show and look forward to meeting you there. Assistance in stand manning would be very welcome, particularly on the Saturday. Please let me know if you can spare an hour or so to help.

Portsmouth Yardstick.

In spite of all entreaties to clubs to make their annual returns to the RYA with Seafly Handicap recommendations, only two did so. They were South Cerney and Lymington Town Sailing Clubs and we are grateful to them.

The result is that, for 1988 we have been granted a "Recorded Number" of 114, which is an improvement on 113 which we suffered last year. However, if we cannot persuade more Club Race Secretaries to make returns, we shall be in grave danger of losing our Yardstick Number altogether.

Subscriptions.

Membership subscriptions for 1988 are now due. A mere 6 quid will give you all the rights and privileges of Full Membership, whilst a paltry 3 gives you Associate Status.

Send your money now with the form at the back of this Newsletter and Eddie will return you your Membership Card without delay. Fleet Captains could try "The Management" technique, know wot I mean, Ron? Last year this method yielded 12 additional subscriptions and 10 missing persons from a potential 22.

New Members.

Welcome to the following new members who joined late in '87.

Julian Hoyles	144	Haveringham Sailing Club
Nigel Bath	389	Starcross Yacht Club
Gerard Coleridge	183	Starcross
George Bowen	378	Chew Valley Lake
Maurice churchill	108	South Ceney
Martyn Harvey	499	Starcross
C Sands	376	Starcross
John Bishop	621	Highcliffe
David Pollard	281	South Cerney

Invitation Events.

An invitation has been received for the Royal Sovereign Light Tower Race, hosted by Eastbourne Sailing Club on Sunday, 3rd July. This is a 14 mile off-shore race with plenty of rescue cover.

Details from: Peter Daigneault, 30 Carisbrooke Close, Eastbourne, East Sussex. Or telephone 0323 765360.

I hope the class will enter a pair of boats in the Draycote Water Invitation Pursuit Race on 19th March.

Sail Measurement Form.

The Sail Measurement Form has been revised to account for the the two points of clarification agreed at the 1987 AGM. This related to ambiguity in the top luff measurement (formerly H; now C) and the distance between battens. The measurement letters have been rationalised.

Thanks to Ron Cockwell of Highcliffe for the new drawing. The revised form will be available at Sailboat 88.

I still have one Sweatshirt left, Royal Blue, 40", 10 pounds.

Alan Green

BRIXHAM CHAMPIONSHIPS - TORBAY



The scene in Torbay at the start of Race 3 in 1984. Those who were there might like to try to identify numbers if your copy is good enough. Your Editor seems to have started well then must have gone backwards from the results.

DATES FOR YOUR DAIRY:

<u>EVENT</u>	<u>:</u>	<u>DATE</u>	<u>:</u>	<u>TIME/CONTACT</u>
<u>"SAILBOAT 88"</u>	:	5&6 March 1988	:	
Crystal Palace Sports Centre				

INVITATION RACES

DRAYCOTE WATER PURSUIT : 19 March

ROYAL SOVEREIGN LIGHT TOWER : 3 July
EASTBOURNE SC.

SEAFLY OPEN MEETINGS 1988-

1/ BLAKENEY : 4 June. 2 races : 0915
5 June. 2 races : 1030

2/ HIGHCLIFFE * : 18 June :
19 June :

3/ SEASALTER : 16/17 July :

4/ WORTHING : 10/11 September :

5/ SOUTH CERNEY : 2 October. To be confirmed.

* Like last year The HIGHCLIFFE, SEAFLY OPEN will be run in conjunction with a General Dinghy Open. Tell all your friends, especially with OKs, 505s and Lasers but there will also be a handicap fleet.

STARCROSS YC have an OPEN on 23/24 July. This will be "unofficial" not counting for the Dolphin Trophy. It is hoped that it will not draw competitors from Seasalter which is the week before.

NATIONAL CHAMPIONSHIPS 1988

BRIXHAM YACHT CLUB. : 7th - 12th August 1988.

CAMPING AT BRIXHAM

A commando of Championship hardened veterans has been despatched to Brixham to reconnoiter the ground. They report that Upton Manor Farm occupies a well defended position just over a mile from the Town centre and the Yacht Club and within Half a mile of the nearest beach at St Marys Bay.

It is fully equipped with showers, toilets, washing/laundry. "Camping supplies" are available on the site (although the Editor usually brings his own bottle.)

The cost is 2 pounds a day for adults and 1-50 for children.
The proprietors will reserve a section of the field for Seafly
Sailors and require a deposit of only 5 pounds to secure a place.

Send your deposit now to avoid disappointment, to:-

Upton Manor Farm Campsite,
St Mary's Rd, Brixham. TQ5 9QH. Tel: 0803 882384

FOR SALE:

Many inquiries are received by the Secretary for all GRP boats.

C 69 Alphas. Fully modernised. Trailer/Trolley. Cover. SOLD
Tim Hoyle, Highcliffe. 04252 77795.

C 96 Banks plus 2 suits. Trolley/Trailer. Cover 300
A. Heath, Worthing. 0903-762583 ono

C 284 Wood, 2 suits-McNamara+Rockall. Procter F. Trolley. 400
Separatly - Brand new suit of McNamaras, worn twice only 400.
Clive Nicholls. 0634 360362. ono

C 388 All wood. Lucas sails. Stored 7 years. OFFERS
R Bridge. Ongar. 0277-364877.

C 425 All wood. Lucas & McNamarras. Cover OFFERS
R Williams, Clevedon. 0272 872777.

We are grateful to Mike McNamara of McNamara Sails, for permission to reprint the following article which was first published in the Hornet Newsletter, last year. A loose footed main on the Seafly? Radical, Eh!

BRING BACK THE MINI

For those sailors not old enough to remember, there was a time, way back in the sixties, when minis were all the rage. Interestingly, the motorcar version has survived although the deliciously exciting skirt has long since disappeared, along with other once popular crazes such as the Rolling Stones and Beatle haircuts.

We must be very careful here not to confuse genuine nostalgia with proper advances and developments otherwise we would still be trudging around with cotton sails and metal centre plates. No, what is at issue is the seemingly pointless changes that occur apparently for no other reason than change sake. We could, for instance, lose an item from the scene not because it has become outclassed by an advance in technology but simply because it is no longer fashionable. There are, of course, no prizes for guessing that it is the loosefooted mainsail that is under attack. Already it is becoming a rarity not only on Hornets but also on other classes where it once held sway. It has virtually disappeared from the Merlin and Scorpion fleets leaving only the National Twelves to carry its banner forward. You cannot include the Laser or Mirror classes in this argument because they are forced to use the sail not by choice but by their rules.

There are those who would say that this decline is as it should be and that the loosefooted sail has had its day. Saying that advances in the design of conventional footed mainsails have made it obsolete, they even put forward seemingly powerful arguments as how this has happened.

The most significant of these is that the development of the lens foot panel has given more than adequate control to mainsail shape. They also say that the apparently flatter loosefooted sail is harder to read properly and needs constant adjustment to get the most out of it. In addition, they argue that with its poor support the boom is more likely to break and that the loosefooted sail needs a more powerful clew outhaul control system.

In fact, most of these arguments do not stand up to investigation. Of course, it is possible to get a boom that is strong enough. There is also no need for complicated clew outhaul carriages for the new clew slides have less friction than a conventional footrope.

The arguments about fullness, however, need a little more thought and it is necessary to see how sailshape has developed over the years to get an answer.

The introduction of polyester sailcloths meant that sails could

be made both bigger and fuller than in the days of cotton materials. They became big downwind sails that were somehow dragged to windward after flattening with mast bend and cunningham tension. Unfortunately, this gave problems with both backwinding and with depowering a leech so loaded with kicking strap tension.

These difficulties increased as jibs became fuller, more powerful and closer sheeted. The answers were found by flattening the bottom of the main sail at the same time as increasing the fullness nearer the head. In other words mainsails gradually became windward going sails which then had to be made fuller for offwind work.

Traditional darts or the (then) new twist panel construction were not particularly suited to this new need and so alternative ways of making the sail fuller had to be found over the years. Of these the two most efficient were the loosefoot and the lens foot panel.

This latter consists of a lens shaped panel running along the foot of the sail which is usually made of stretchy material so that it can be distorted. Tensioning the foot flattens the sail as the lens panel is stretched and lies along the top of the boom as a ridge. When the foot is eased the lens returns to its cut shape and stands out from the boom as a shelf. It is certainly a very efficient method of altering sailshape and has been well developed on classes whose rules insist on the sail being attached to the boom "throughout its length".

However, it has one fatal limitation which its rival the loosefooted sail does not have. Unfortunately, there is a limit on how full the bottom of the sail can become. The shape of the panel, the compression within the footrope and the very ugly creases that are created allstop the clew moving inwards more than, say, 250mm.

It is probably fair to say that although the loosefooted sail has been around for some time, it is only now that its full potential for off the wind speed is being realised. Up until now the clew has been eased as on lens sails. So, ofcourse, they have not been significantly faster. Now, the only limit is the willpower of the sailors. As soon as that weather mark is reached then the foot has to be eased. Eased so that there is anything up to 550mm of sail fullness at the boom. Even that might not be the limit and who knows where it will end.

The sail is undoubtably most efficient on a breezy reach, especially a two sail reach, when the aim is to get the crew out as early and as far as possible. What seems to happen is that the extra fullness created means that the leech will stand up without kicking strap tension. So, the mast is straighter and extra fullness is carried all the way to the top. In fact, easing the kicker even further creating more twist helps the boat to skid and plane faster. Unfortunately, this does not seem to work on

the very broad reaches and runs. It seems that if the sail is too full then the air cannot escape from the edges and the sail stalls. So, reluctantly the foot has to be retensioned and the sail flattened without, of course, tightening the leech.

To summarise, the way to get the most out of a loosefoot is :-

1. When beating. Realise that it behaves very like the lens sail. So have the foot very tight in both light and heavy winds to open the leech hand reduce backwinding; while in middle airs, ease the clew to create enough power to get the crew out.
2. When reaching. Ease the foot even if the sail looks distorted and sky the kicker as much as possible. The windier it gets the more the foot should be eased until the boat becomes uncontrollable and you capsize (which is probably the boat's way of telling you that you have gone too far).
3. When running. Tension the foot and and ease the kicker just enough to open the leech and let the air escape.
4. Forget all those who worry about losing area because so much fullness is created and those who are concerned about the effect of wind tip eddies and the end plate effect at the boom. They will be too far behind anyway!

Michael McNamara.

P.S. I would like the Miniskirt to come back too please!

Seaflys in Winter 4. Queen Mary SC. Open Pursuit.
THE BLOODY MARY

A sharp gust whipped spray across the gray waters of the reservoir onto the deck of the pontoon. 333 mainsails crackled as crews struggled to hold their boats head to wind.

Twelve months ago the tears of the crew had frozen on her cheeks, but I cry antifreeze and anyway, this year the breeze was certainly alot warmer. Never-the-less, of the two Seaflys who made the journey to Staines, only "The Admiral" was foolhardy enough to venture out on the water. A punctured trailer tyre had delayed her arrival and the Toppers had started before the mast was stepped. Consequently, the start was made 3 minutes late with the Laser fleet already half way to the first mark. At 18 stone, the crew found themselves over powered as some of the gusts roared through at 40 knots. These knocked us flat once or twice but they were rolling the Lasers over like French whores in a Marseille brothel. By the windward mark we had picked up some places.

The off wind legs were a wild sleigh ride and with the kite set the sharpest gusts were lifting the hull clear of the water. We were really flying and the gybes were wild. For some of the race we were dicing with the 'A Rater' which dwarfed us with his 50 foot mast and 7 crew but who feared to gybe in case his mast carried away and in, wearing ship, let us through.

By the second lap the super crews in 470's, Fireballs and 14's started to overtake in the heavy going. However by the finish in spite of our late start, we managed to secure 174th out of the 333 starters. The run away winners of the race were the 420's who were 1st, 2nd and 5th with Fireballs and a Cherub also well placed in the first ten.

"little h"

POMPEY PERISHER

The race strategy had required breakfast at Rownhams Service Station on the M27 Paul Taylor arrived with 642 "Sioux" 10 minutes late so we had to rush the sausages to make the start. It was a bit breezy but the weather couldn't have been milder. Well not in January anyway.

At Portsmouth we met a strong contingent from Highcliffe but we were the only Seafly unfortunately.

Rigging and changing in the lee of the Portsmouth Sailing Club we did not notice the wind. After we launched, however, we found it was blowing a good 5 with some heavy gusts. At the start line we found quite a heavy swell and knew we would have to employ survival tactics.

We had a good start and battled up the beat. At this stage we

could have done with the champion crew or one more his weight although at the first mark we were reasonably well placed. There were already many casualties and we started to pass a few who were now involved in other sports like swimming or pull-ups on the centre board. Gingerly easing our way round the next two legs we felt well satisfied to complete the first circuit in upright condition.

The battle of the second beat began with no let up in wind or sea and it became a grim and daunting affair. It was decided that a hot shower and Sunday lunch would seem more like fun on a blustery winters day. So we joined the majority of the fleet back in the bar , dry again.

Well as they are fond of saying in Olympic years, "It is the taking part that matters." And at least we did, take - part.

Adrian Summers

Subscriptions

Annual subs now due. Full membership is 6 pounds. Associate 3. Send money to the Treasurer, Eddie Spicer using the attached form.

Fleet Captains, give Eddie a break. Coax money and completed forms out of the members in your club with honeyed words. Send them all together to Eddie and you will earn his undying gratitude. He will send you the Membership cards to distribute. The Association cannot survive without funds and the Committee's beer kitty can only stretch to halves at this stage in the season.

SEAFLY DINGHY CLASS ASSOCIATION

MEMBERSHIP RENEWAL

PLEASE COMPLETE IN BLOCK CAPITALS

Name.....

Address.....

Telephone.....Post Code.....

BOAT - Sail Number.....Name.....

CLUB.....

I enclose a membership fee of 6pounds Full/3pounds Associate for the year commencing 1st January 1988.
(Cheques payable to Seafly Dinghy Class Association)

Signed.....Date.../.../1988.

Please send to the Hon Treasurer:

Eddie Spicer, Dogwood, Bow, Near Crediton, Exeter, Devon.
EX17 6HG.

Phone: (Bow) 03633 524.