



21 YEARS

NEWSLETTER

Happy Birthday

THE SEAFLY DINGHY CLASS ASSOCIATION NEWSLETTER JANUARY '82

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Jim Wren, 4 Pembroke Green, Lea, Malmesbury, Wiltshire.

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Builder for the Seafly) Tel No. 0202 - 476145

ANNUAL SUBSCRIPTION FORM ON BACK PAGE OF THIS ISSUE. Renewal 1st January.

1982 ... Twenty One Years, since the first Seafly was built.

M.A.N.Y. C.O.N.G.R.A.T.U.L.A.T.I.O.N.S. ! !

From the CHAIRMAN,
To all Seafly Members,

It is with great regret, that I must announce my resignation as the Chairman of the Seafly Dinghy Class Association.

My decision follows the switch by most of the Seafly helms at Blakeney S. C. , including Morris Arthur and Roger Bevis to the Javelin fleet. With Brian Blogg also planning to change, I do not want to be the only one racing a Seafly next season as much as I would like to remain with the class.

Class racing is for me what sailing is all about and reluctantly I have decided to join Blakeney's only class fleet, the Javelin.

As most of you will know, I wanted to resign at the last A.G.M. after several years in various offices in the association, but agreed until your new Treasurer and Secretary became established.

Although I have already sold my boat I hope to be able to attend the Nationals at Seasalter, either as a helm or a crew, if any one will have me.

I have made many wonderful friends in my seven years with the Seafly and there will always be a warm welcome and a bed for anyone who finds themselves in Norwich.

Finally I would like to say a sincere thanks to everyone that has worked for the class during my years in office, especially to the new secretary Mike Hartnell and treasurer Ian Mansfield, and to the newsletter editor Bob Risbridger.

My kind regards to you all,

VIC BIRTLES

.....

Vic Birtles, a man for all seasons... on behalf of the class, many, many thanks for your efforts in the past years. You have steered the class through some trouble waters, whilst holding an undaunted course to the finish. ... Now all that remains is to relate this talent when sitting at the blunt end!

Sorry Vic, only joking, your brand, dinghy sailor, chairman, prizegiving entertainer, will remain with the Seafly Class.

ED.

P.S. Do'es the Javelin fleet know about your technique, or are going to suprise them.

Best of luck for the future, in whatever you do.

.....

WANTED : Chairman for dinghy class association.
Long hours, unpaid, plenty of overtime.
Oppertunity to travel, at your own expense.
Must have sense of humour.

FORTHCOMING EVENTS FOR 1982

PICKETTS LOCK DINGHY EXHIBITION MARCH 20/21st
Edmonton, North London.

HIGHCLIFFE S.C. OPEN MEETING JUL 17/18th

NATIONAL CHAMPIONSHIPS AUG. 1st-6th inc.
SEASALTER S. C.

STARCROSS S.C. SEAFLY 21st AUG. 28/29/30th
ANNIVERSARY OPN MEETING

WORTHING S.C. OPEN MEETING SEPT.18/19th

SOUTH CERNEY S.C. OPEN MEETING.....OCT. 10th

Open Meetings Warning

Please ,Please, make the effort to attend the meetings this year. Highcliffe in particular has struggled in recent year to persuade the club officers the need to keep the annual meeting. Ironically, Highcliffe Seafly sailors are perhaps, the most regular visitors to other Seafly Opens.

With only 4 meetings left on the circuit, this year, (Blakeney S.C. has lost its fleet status, due to lack of support) surly we cannot allow this situation to deteriorate any further. We must act this year to maintain our relationships with the host clubs that so kindly make the effort to arrange these events.

PICKETTS LOCK EXHIBITION

YOUR HELP URGENTLY NEEDED MARCH 20 or 21st

Your help is needed to man the Seafly Class Association Stand at the exhibition. The show is an annual event put on by all the various dinghy classes. The purpose is to promote the class by means of displaying 2 seafly dinghy (both new ones ,its hoped) on the stand. Basically, all that will be required of you, is to give up say a couple of hours to ~~come~~'talk seaflies'to other owners or to interested new members to the class. You will probably visit the show anyway, just stop off at the seafly which you will anyway and discuss your favourite dinghy, with all the usual enthusiasm that you would anyway, to others that will also be visiting the show. This is your chance to tell all those seafly stories , to some new faces or some old friends. Either notify the organizer when you are to be available, Sat 20th or Sun 21st, or just turn up, on the day and join in.

ORGANISER: BOB RISBRIDGER TEL NO. 0795 - 77032

I promise you'll enjoy the company, as any whose done it before will tell you.

EDITORIAL IN BRIEF

At the start of 1982, our class, along with many others is poised at the door of depression. The growth of the class has remained static for over 12 months, and could have stayed that way.

BUT, ... down in the depth of Christchurch, Dorset, a new style of Seafly is being constructed. Now, before any of you jump to your feet and cry 'whats wrong with the old one' the hull shape has remained unchanged from the first seafly, 21 years ago. !! and it still has altered, cos' thats a seafly! onand on !

1982 is our 21st anniversary, and as a result of the ongoing mods.. made to the very first seafly deck design, over the years, many good ideas have evolved today. The same sturdy hull is still with us today, but aft tanks, forward bulkheads etc have been dropped to improve the cockpit area, whilst giving a more attractive appearance. The 1982 prototype seafly has taken this one step further by altering the sidetanks to give a more comfortable sitting position. This, along with some more minor cosmetics, will hopefully be on the water later this season. If rumours are to be believed, it could be on display at the Picketts Lock Dinghy Exhibition, in March. This would be an ideal time to see if the facelift meets with your approval, if it does or if it doesnt, your chance will come to vote on the improvement at the AGM in August.

If the improvement to the deck layout are approved, all existing boats will be allowed to incorporate them should their owners wish. Let everyone be assured that any alteration will not effect the status of the boat they have at present, we already have 4 or 5 styles of Seaflyies at the moment, and the changes in the deck layout can be carried out by most D.I.Y. owners. if the proposals are excepted. The aim of these changes is to UP-DATE the boat, rather than alter it. Personally, I feel sensible improvements should be continually appraised, in order to protect the interest in the class, both personal and financially, a dinghy is an asset after all, along with the pleasure it brings.

As I mentioned earlier, the coming of age for the Seafly.... a special anniversary open meeting has been arranged to commemorate this. The venue is obviously Starcross, Devon, one might say the home base for the Seafly. Details of the meeting are included later in this issue, along with all the other forthcoming events for this year.

1982 has a special meaning for the seafly now, so try and make the effort to attend the meetings this year, even if you dont normally.

Perhaps its rather late to wish you a happy new year, but along with that I can send my regards for the forthcoming sailing season. May all your gear failures be little ones and your main be filled with wind.

I hope to see at least some of you during the season,

Best of Luck,
BOB RISBRIDGER. Ed.

C. M. MARINE
Licence Holder and Builder of the Seafly Dinghy.

36 FAIRFIELD, CHRISTCHURCH, DORSET. Tel. 0202-482098

THE NEW C.M.MARINE COMPOSITE SEAFLY

Built in 5 ply wood decks, using Relaply, constructed on a foam sandwich G.R.P shell, which has been successfully used in the past. All the underside of the decks and bouyancy tanks are coated with 'West' epoxy resin and the top of the decking with polyurethane varnish.

The new boat now under construction, will incorporate a restyled gunwale and bouyancy tank shaping, constructed in Brazilian mahogany. 'West' resin will be used in all appropriate points of construction, this is to build a strong, light, and good looking Seafly. A full bulkhead cut open and a half tank in the bow will allow for spinnaker stowage under the foredeck, without losing any support that is needed around the maststep area.

Cost of the composite G.R.P. Seafly; just,

£990.00 including V.A.T.

(price correct at time of printing)

Further details are available from the above address.

FOR SALE AND WANTED/ ADS

Seafly 462

G.R.P. , complete suit of sails
plus launching trolley

Price £475.00

For More Details ; contact M. Littley, 1, Idsall Drive, Pestbury
Cheltenham, Tel Cheltenham 44969

Seafly 108

S,Devon wood Hull, Holt Alloy Mast, New Wood
Boom, Bailleurs ,Lucas Main and Jib.
Launching trolley also included

Price £425.00 o.n.o

For More Details; contact, Derek Langley, 12 Keyneston Road
Swindon. Tel No. (0793) 41971

Seafly Mast -For Sale

New unused, black anodised Procter tapered
'F' mast, complete with sliding goosneck and spreaders.

(Price new,£169) Asking Price £120.00

Also, Mountifield, Main & Jib only 2 seasons old , good record,

Seafly Mast and Sails CONT...

Mountifield Sails complete. £80.00

Apply, Roger Beavis, 64, The Warren, Old Cotton, Norwich.
Tel No. Norwich. 413593

THE SEAFLY 21st YEAR ANNIVERSARY OPEN MEETING

To be held Starcross Yacht Club 31 Pinhoe Rd., Exeter EX4 9HW
Tel No. 66246, ask for Jim Fricker

This year heralds the 21st Birthday of the seafly dinghy. A boat that has meant a lot to many people in one way or another.

Provision has been made in the Starcross fixture list 1982 to hold a 3 day meeting, by way of celebrating a commemorative weekend when it is hoped many old acquaintances will be renewed.

The dates fixed are Sat 28th, Sun, 29th and Mon 30th August 1982 I know these dates are near the Nationals, but by the time everyone should be fully rigged, tuned and in top form to be able to put on a good performance and enhance the Seafly occasion.

Five Races are proposed, starting as follows, Sat 13.00 and 15.30 Sun. 11.00 and 15.00hrs, Mon. 13.00hrs.

For Sun. evening we propose, a sit down informal dinner in the club house. Those of you that remember 'travel by Stean' will know that Sat. evening Folk Dance will be as popular as ever for both young and old, also included is a barbeque, under the star lit sky.

You can all help to make this event a success by returning the attached slip to me at the club address and by recruiting old seafly helms and crews and extend a welcome invitation to them. Starcross is most anxious to make the event enjoyable and memorable, for renewed old friends in the SEAFLY WORLD.

Will you also include with your return any correspondence, memoirs funny happenings, photographs etc. bring any cine film that would go down well at such a gathering. Someone will have to make a speech and would welcome such items.

I will no doubt see some of you during the season but I hope to see ALL of you at the end of August 1982 at Starcross.

The fee will be £6.50 per head for the event.

JIM FRICKER.

----- tear off-----

I/We (include list of all persons attending and those under 14 years) intend to support the Starcross Three Day Event on 28/29/30th Aug.

Please forward a list of camping sites and guest houses.

In the past I have been accommodated with;.....

My Name.....TEL.No....
Address.....

S T A R C R O S S Y A C H T C L U B

The Club is situated on the West Bank of the River Exe opposite the Village of Lymptone, about two miles from the mouth of the Estuary. It is one of the oldest yachting centres in the country and a 'Fete Marine' the first of a long series was held there over two hundred years ago. The changing rooms and shower rooms are in the rebuilt boat house of Powderham Castle with a river frontage of nearly a quarter of a mile, separated by the railway and the road from the rest of the Powderham Castle Estate with its famous herd of deer. The Castle is open every day except Friday and Saturday during the Summer and provides an attractive alternative to watching the racing for visitors' companions.

Although the Estuary is, of course, tidal, Open Meetings are always held when Neap Tide High Water is near mid-day; this ensures that there is ample water for a succession of races and minimises the advantages of local knowledge.

The modern Club House gives a good view of the racing if the weather is inclement while the terrace and lawn between it and the River give a pleasant setting when the sun is shining. There are good bar facilities and the Ladies' Committee has an enviable reputation for refreshments. Social events are usually arranged for the evenings of Open Meetings.

There is ample space for car parking within the Club grounds while for high vehicles that are unable to enter the Club because of the low entrance arch under the railway there is a large lay-by adjoining the gate.

For those who wish to camp or use their caravan there is an excellent site at Cofton near the mouth of the Estuary and about two miles from the Club. The address is G. & A. Jefferey, Cofton Farm Touring & Camping Park, Starcross. Dawlish Warren nearby has good sands (but watch for the warning notices to bathers) an eighteen hole Golf Course, a bird sanctuary and opportunities for walking and sea fishing. There are excellent views of Lyme Bay and back up the Estuary.

Documentation.

It is essential that helms should produce:

- (a) a current Class Registration Certificate
- (b) a current buoyancy certificate or endorsement
- (c) a current Class Membership Certificate where required by the rules of the Class
- (d) evidence of third party insurance to a minimum of £100,000

Although the usual undertaking to produce (a) (b) and (c) will be accepted the Race Committee reserve the right to refuse entries unsupported by definite evidence of insurance.

Routes to Starcross Yacht Club

If you are using the M 5 leave the Motorway at the Sandygate Service Area (Junction 30) and take the branch road signposted DAWLISH which leads to the A 30. Continue straight on at the Countess Wear Roundabout, over the River and the Canal to the Matford Roundabout; turn left on to the A 379 signposted to Dawlish, Exminster and Kenton and with a pictorial sign to Powderham Castle. A little over a mile past the village of Exminster there is a turning to the left signposted POWDERHAM, again with a pictorial sign to Powderham Castle. Because of floods beyond the Club this road may be marked closed but the notice should be ignored. Follow this road for $2\frac{1}{2}$ miles past Powderham Church where it turns sharply to the right to follow the railway. About two hundred yards from the Church there is a lay-by with the entrance to the Club at the end through an arch under the railway. High vehicles should be left on the lay-by.

From the A 38 fork left on the outskirts of Exeter where the road is signposted 'Ring Road B 3181'. At the Middlemoor Roundabout continue straight on to the Countess Wear Roundabout; thereafter follow the directions above.

On the A 30 from Honiton, Ilminster, etc. ignore the left fork leading to the Motorway, keep straight on and take the left fork just past Standfield & White's Garage which is signposted 'To the Ring Road B 3181'. At the Middlemoor Roundabout (Devon & Cornwall Constabulary Headquarters) keep straight on and follow the instructions above.

The A 3052 from Lyme Regis and Dorchester brings you to the Sandygate Roundabout whence the route from the Motorway should be followed.

The A 38 from Plymouth joins the A 380 from Torbay at the bottom of Haldon Hill. Three miles from this junction ignore the signs to Exeter and follow the road signposted to Taunton and Honiton. At the next Roundabout (Matford) turn right and follow the instructions in the first paragraph.

The B 3212 across Dartmoor passes under the A 30 road bridge on the outskirts of Exeter; as the road begins to rise after passing the road junction at the bottom of this hill fork right through Ide to join the A 30 (see next paragraph).

From the A 30 (Launceston, Okehampton, etc.) follow the signs to Marsh Barton but turn RIGHT, not left on reaching the junction at the end of the new road. In a short distance fork left at Alphington Parish Church (very narrow road) to join the A 38. Move into the right-hand lane on approaching the Matford Roundabout, turn right and follow the instructions in the first paragraph.

The A 377 from North Devon (Crediton and beyond) is joined at Cowley Bridge by the A 396 from Tiverton. About a mile from this point the road forks and the heavy City traffic may be avoided by taking the left fork and shortly afterwards turning left opposite the Nursery to pass below the University. At the traffic lights continue straight on along Union Road bearing right at the roundabout along Mount Pleasant Road, leaving the Church on your left. Continue straight on over the next three sets of traffic lights, passing the Royal Devon & Exeter Hospital and the Barracks, and turn left on reaching the road junction at the end of Barrack Road. This leads to the Countess Wear Roundabout whence follow the directions in the first paragraph.

PROGRAMME

Saturday 28th August, 1982

Coffee	1000 hrs
Lunch in Clubhouse	11.45 onwards
1st Race	1300 hrs
2nd Race	1530 hrs
Evening	Folk dance and Barbeque. Bar extension to midnight.

Sunday 29th August, 1982

Coffee	1000 hrs
3rd Race	1100 hrs
Lunch in Clubhouse	
4th Race (Fun Race)	1500 hrs
Tea	
Informal Dinner	1930 hrs for 2000 hrs
Exhibition of Old Photographs and Cine films.	

Monday 30th August, 1982

Coffee	1000 hrs
5th Race	1300 hrs
Prize giving	
Hot snacks.	

The £6.50 fee per person covers the entrance to the Folk Dance and the cost of the Dinner.

It is hoped that visitors and spectators will support these events.

THE RETURN OF "42"

No. 42 looked a little sad as she stood on her trailer in a barn that was evidently occupied by chickens. She had been blown over in a dinghy park by a storm some years previously and had suffered a broken mast, a gash through her starboard topside, gunwale and decking and a hole in her port topside forward of the chain plate. The elements had finished off her once varnished decking prior to her long rest in the barn but an inspection showed that the keelson, bottom and tank sides were still sound.

Having spent several years building a 'Billing Boat' model of the Vasa, I decided that the amount of work that went into a model boat was not substantially different from the effort required to restore No. 42. Derek, her owner, was about to disappear to the other side of the world on a fresh appointment, so we quickly agreed on a formula for joint ownership.

Three months of hectic work followed, new deck and tank tops, new starboard topside, a patch let in the port side, new gunwales, etc. etc. Colin May found us a second hand mast, a foresail from Stan Walton's Spitfire and things begun to look hopeful. However, if you are a pure racing enthusiast you had better stop reading now, since we were aiming at a family boat to be used mainly on holiday in Dorset. The tanks were internally braced and rowlocks fitted and a neat but simple pad was formed on the transom to take an outboard. But with the white topside, a red bottom and a gold stripe below the gunwale, '42' looked, to us, every inch a lady.

I had once sailed on a 420 (and I mean only once!) but most of my sailing was done years ago in a knock-about 10ft. dinghy. The performance of '42' was, therefore, a new experience and the family were very impressed. She planes beautifully, points very close to the wind and is most forgiving but you, dear reader, know all this already. It never ceases to amaze me that a boat with so many good points has not become popular - dare I say it, is it a question of marketing? On the beach or afloat she creates a lot of interest. "A seafly you say? I think I have heard of them somewhere, that's a lot of sail you have there, very nice".

I must admit though, I am terrified of sailing her in any real wind, you can reef down the main but I wonder if we could fit roller reefing on the foresail? We tend to use her more like a small yacht, last thing at night out mackerel fishing we take the motor as well and when the wind dies away, motor home in the dusk. But beware, sailing with an outboard cocked over the transom means that the main sheet wants watching when you go about!

Old '42' is a little long in the tooth but we do enter her for the "Grand Ringstead Bay Regatta" where competition ranges from Mirrors to a Drascombe Dabber - you guessed the result, in fact we nearly beat the committee motor boat round the far mark! But seriously, she has made all the difference to family holidays and I would not change her for any modern plastic bath tub (no offence meant) but why oh why doesn't someone get cracking on the marketing and push the boat as a family sailer as well as a racing machine?

Peter Malby.

Can we please have some more articles on the seafly, from the rest
Editor.

'SEAFLY' NATIONAL CHAMPIONSHIP

To be sailed under the burgee of the Seasalter Sailing Club Sunday 1st August to Friday 6th August 1982.

RACES

PRELIMINARY NOTICE

All races will be sailed under the current Racing Rules of the I.Y.R.U. R.Y.A. Prescriptions, 'Seafly' Class Rules, and the Sailing Instructions issued by the Seasalter Sailing Club for this event.

			<u>Start</u>	<u>H.W.</u>
Practice Race	Sunday	1st August	10.00 hrs.	11.10 hrs.
1st Trophy Race	Monday	2nd August	11.00 hrs.	12.01 hrs.
2nd Trophy Race	Tuesday	3rd August	12.00 hrs.	12.42 hrs.
3rd Trophy Race	Wednesday	4th August	12.30 hrs.	13.17 hrs.
4th Trophy Race	Thursday	5th August	13.00 hrs.	13.51 hrs.
5th Trophy Race	Friday	6th August	13.00 hrs.	14.26 hrs.

Venue

The Seasalter Sailing Club is located on the N.E. Kent Coast near Whitstable.

Entries

Entry Fee £25.00, inclusive of admission to Presentation Dinner & Dance.

Entries MUST be on the official form together with entry fee and must be received by Seasalter Sailing Club by the first post on Monday 12th July 1982. Entries should be addressed to:-

The Rear Commodore (Sailing),
Seasalter Sailing Club,
c/o 181 Wincheap,
Canterbury, Kent.

Registration

Sailing Instructions, courses and list of entries will be issued on arrival, against production of a valid Registration Certificate for boat and sails, evidence of Third Party Insurance to a minimum of £50,000 and 'Seafly' Association Membership Card. All boats will be subject to further measurement during the Championships at the discretion of the Race Committee. All boats must sail under their own registered sail number. Only under extreme circumstances will consent be given to use a sail of a different number. Consent must be obtained in writing from the Race Committee.

Briefing

Briefing will take place at Seasalter Sailing Club on Sunday August 14th at 09.00 hours.

Prizes

Prizes will be given by the Seasalter Sailing Club at least for the winning helm and crew in each individual points race and for the first seven helms and crews in the Championship Series. This is subject to a minimum entry of 30 boats. Additional prizes may be given in accordance with entries.

Cont'd/...

Trophies

Trophies will be presented to the first helmsman in each race of the Series in the Seafly class. These trophies will be held for one year.

Membership

The Seasalter Sailing Club invites all competitors, their families and friends to be temporary members of the Club during the Championships.

Catering

Refreshments will be available in the Clubhouse. A fully licensed bar will be in operation.

Entertainment

Saturday	Get together in the Clubhouse	20.00
Sunday	Commodore Reception	20.00
Monday	Social Evening	20.00
Tuesday	Social Evening (details later)	20.00
Wednesday	A.G.M. Seafly 7 p.m.	19.00
Thursday	Free night. Clubhouse and Bar open	
Friday	Prize Presentation and Buffet Dance	

Accommodation

A very wide range of accommodation is available within easy reach of the Clubhouse. Camping and caravanning facilities will be available to a limited number. You are recommended to book your accommodation early, as it is the height of the season.

'SEAFLY' NATIONAL CHAMPIONSHIPS

SUNDAY 1ST AUGUST TO FRIDAY 6TH AUGUST 1982

ENTRY FORM

To: Rear Commodore (Sailing),
Seasalter Sailing Club,
181, Wincheap,
Canterbury,
Kent.

Please enter my 'Seafly' yacht for the National Championships.

Sail No. _____ Boat Name: _____

Hull Colour: _____ Deck Colour: _____

Helm's Name: _____ Crew's Name: _____

Helm's Address: _____ Crew's Address: _____

Club: _____

1. I agree to be bound by the current racing rules of the I.Y.R.U. R.Y.A. Prescriptions, 'Seafly' Class rules and by the Club rules and Sailing Instructions.
2. I will produce on demand a valid class registration certificate, sail measurement certificate, current Third Party Insurance cover to a minimum of £50,000 and current Class Association Membership Card and Buoyancy Certificate.

I enclose Entry Fee £25.00 £ _____

TOTAL REMITTANCE ENCLOSED £ _____

Cheques payable to:- SEASALTER SAILING CLUB

Date: _____ Signed: _____

The entry fee includes Helm and Crew for Prize Presentation and Buffet Dance. If friends or relatives will be accompanying you, please list their names overleaf. This will allow Seasalter Sailing Club to compile a list of Temporary Members to comply with the Licensing Regulations.

MEMBERSHIP APPLICATION FORM

Please return your remittance to the Secretary :

Mike Hartnell,
18 Tavy Close,
Durrington,
Worthing
West Sussex.

Tel No. 0903 64762

I enclose my membership fee for 1982.. Full £4.00 / Assoc. £2.00

NAME..... Boat No.....
ADDRESS..... Boat Name.....
..... Club Name.....
.....
TEL No.

Cheques and Postal Orders should be made payable to ;

THE SEAFLY DINGHY CLASS ASSOCIATION

Memberships become due for renewal on January 1st 1982

----- TEAR OFF -----

SEAFLY CAR STICKER ORDER FORM

Please send me Seafly Car Stickers @ 0.45p each.

I enclose payment of to cover the cost.

To speed your order, SEND A STAMPED ADDRESSED ENVELOPE WITH ORDER
Stickers available from; The Secretary , The Treasurer, and Colin
May, - payment to The SEAFLY DINGHY CLASS ASSOCIATION; Please.
