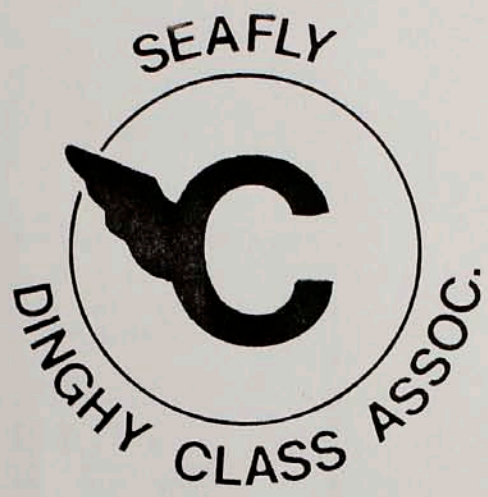


JAN 85



SEAFLY NEWSLETTER

SEAFLY DINGHY CLASS ASSOCIATION

Application for Membership—1985

Please complete in BLOCK CAPITALS

Name

Status: Full/Associate (helmsman/owners must be full members)

Address

.....

Telephone No..... Post Code.....

Sail number of boat..... Name.....

Club

I enclose a membership fee of £5 for the year commencing 1st January, 1985
(Cheques should be made payable to Scafly Dinghy Class Association.)

Signed..... Date.....

Please send to the Treasurer: EDDIE SPICER, West Yelland, North Tawton, Okehampton,
Devon EX20 2AB.

SDCA would be grateful if you took a few minutes to complete this questionnaire relating to National Championships

1. Is a practice race necessary? YES/NO
- 1a. Would you favour a practice race on Saturday, followed by six Championship races? YES/NO
2. In a week long championship is a lay day of benefit? YES/NO
3. Should the Championship be in the following form:
 - (a) a week YES/NO
 - (b) weekend YES/NO
 - (c) long weekend YES/NO
(e.g. 3 days)
4. Is more than one race a day required? YES/NO
5. Maximum cost you feel a week's Championship entry to be
6. Sharing with a compatible class helps to reduce costs, is this acceptable YES/NO
7. Should prizes/keepsakes be available for all entrants or just the usual few at the front of the fleet? ALL/FEW
8. Time of year preferred
9. Distance prepared to travel
10. Venue to be sited on sea or otherwise
11. Any favoured patch of coast/water/club
12. Should the venue cater for the family, e.g. beach, shops, excursions? YES/NO
13. What sort of accommodation do you prefer (please underline):
Hotel; boarding house (B. & B.); static caravan; mobile caravan/camper, tent on camp site; staying with friends?
14. Social activities during championships to be:
 - (a) suitable for all family during day and evening
e.g. golf, rounders, barbecue, etc. YES/NO
 - (b) slightly more formal evening only events YES/NO
 - (c) non-existent YES/NO

What are your preferences for the Friday evening event to wind up the week?

 - (a) Dinner or self-service buffet (cheaper) followed by prizegiving dance
DINNER/BUFFET
 - (b) Disco or dance band to follow prizegiving DISCO/BAND/NO
 - (c) Prizegiving only in Clubhouse and nothing else YES/NO
 - (d) If you do not want to attend a dinner or buffet, would you come to the Prizegiving and disco/band at a nominal charge of £1/50p/NO
 - (e) Should there be reduced prices for the dinner/buffet/prizegiving for children? YES/NO
15. Do you agree that the AGM should be held at the National Championships YES/NO
If no, can you suggest alternative arrangements?
16. Did you have a particular reason for not attending 1984 Championships at Brixham?
17. Have/would you consider attending a championship, if so why and if not please give reasons (PTO if necessary)

Thank you for your time and efforts: Please return to either the Secretary or Treasurer.

PRELIMINARY NOTICE

**The 1985 Scafly National Championships to be held at Worthing Yacht Club, Eirene Road,
Worthing**

Principal Race Officer: Mr. John Osment

PROGRAMME OF RACES		<i>Time</i>
Sunday, 18th August	Practice Race (Brixham YC Trophy)	1400
Monday, 19th August	The Sussex Salver	1400
Tuesday, 20th August	The Lucas Cup	1400
Wednesday, 21st August	The Chairmans Cup	1400
Thursday, 22nd August	The Herbert Cup	1400
Friday, 23rd August	The City of Plymouth Cup	1400

Scoring: RYA Scoring System for a short series

SOCIAL PROGRAMME	
Sunday, 18th August	Commodores Reception
Monday, 19th August	Games Evening, Fish and Chip Supper
Tuesday, 20th August	BAR-B-QUE
Wednesday, 21st August	Scafly AGM Club Bar Open
Thursday, 22nd August	Do as You Please Night—Bar open
Friday, 23rd August	Prizegiving, Buffet and Disco

ACCOMMODATION

Camping area will be available adjacent to the Club for up to twenty tents. Bookings must be made with an entry form.

For other types of accommodation contact:

Worthing Tourist Information Centre,
Chapel Road,
Worthing,
West Sussex
Telephone: Worthing 39999

CARK PARK

Ample free parking next to Club.

DINGHY PARK

Locked Dinghy Park at Club.

The major obstacle of the course was the dreaded Kingsferry bridge having 17 ft. clearance from low water to deck. The bridge keeper will raise the lifting section for larger vessels, but not for a horde of wild and woolley dinghy sailors. This required some care and imagination for boats bigger than sailboards. Adrian, in the lead at this point, sailed straight through, inspiring Dick to do the same, leaving Dick with a bent mast and torn sail. No one else tried this trick. The assembled crowd of fleet groupies with cameras clicking were entertained by crews leaping from their boats into the Swale ooze to capsized them and run them through against the tide. Some of the back markers were assisted by a barge passing the bridge at an opportune moment enabling them to go through upright.

Mike Hartnell and Spencer Rateliff from Worthing began to show well for a while after the Kingsferry bridge, but faded as the fleet began to enter the Medway, eyes peeled for the Olau Line ferry we were warned to keep clear of!

One of the most rewarding things was that after 3½ hrs of hard sailing eleven Scaflys were still racing and passing boats like Merlin Rockets, Tasars, Fireballs, 505's and Ospreys.

The lead to the finish was held by Adrian Summers followed by Dick Flower and David Hughes. The rest of the Scafly fleet was changing places frequently with Marcus Melenaphy and Richard Blaxley making efforts to get into the action.

The total race entry was 224 boats, counting all dinghies and catamarans, Adrian Summers and Nick Carter were *fourth overall, with Dick Flower and son Paul *fifteenth overall.

All eleven Scafly entries completed the course and the Sheppey Yacht Club presented trophies to the first two of these.

*Editors note: Excludes Sailboards

Scafly Results:

10th overall	Adrian Summers and Nick Carter	404 <i>Cheers Chaps</i>
22nd overall	Dick Flower and Paul Flower	620 <i>Graded Grains</i>
28th overall	David and Christine Hughes	638 <i>Mercury</i>
29th overall	Barry Thomas and Alisdair McPherson	640 <i>Karamel Too</i>
32nd overall	Ian and Louise Mansfield	642 <i>The Admiral</i>
34th overall	Marcus Melenaphy and Richard Blaxley	644 <i>Slow to Come</i>
35th overall	Pete Jones and Jim Imrie	624 <i>Sioux</i>
55th overall	Mike Hartnell and Spencer	621 <i>Breakaway</i>
81st overall	Brian Hase and Stewart Risbridger	507 <i>Whow!</i>
94th overall	Brian Barnes	458 <i>Bron-y-Aur</i>
99th overall	Allan Cox	415

All Scaflys were in the top half of the results table which includes sailboards.

The large Scafly entry was the result of an impassioned plea by Brian Howe at the AGM to get some Scaflys on the Thames Estuary and that was done.

In fact a great deal of the success of this day was down to Brian.

The visiting crews with their camp followers were all accommodated and royally entertained by Val and Brian Howe. Every room in the house was occupied by the gypsy mob and the overflow occupied tents and caravans in the garden. The organisation was superb and in the next issue of the *Newsletter* Brian will be persuaded to publish the recipe for his most delicious curry which provided a lot of the wind experienced in the early stages of the race on the following day.

WORTHING OPEN MEETING

The date was 14th-15th September, the venue Worthing Yacht Club, for yet another successful meeting of Seafly sailors. The visitors came from Starcross, Seasalter and Highcliffle providing a fleet of fourteen for Saturday's race and twenty-one for Sunday's two races.

Winds strength 4 to 5 on Saturday meant hard work and aching muscles. The race took on the appearance of a Highcliffle Club race with Colin May, Adrian Summers, Alistair McPherson and Peter Jones taking the first four places. Could this be Highcliffle revenge?

The news of this success must have travelled overnight to Highcliffle as Sunday saw the arrival of most of the rest of their fleet.

Unfortunately for the visitors the wind dropped for Sunday's two races giving the twenty-one strong fleet a frustrating time and allowing the Scovell Light Airs experts to take control. Sunday's second race enabled Worthing to again revenge for Saturday by taking the first four places, while the opposition were confused about the course and tide.

The overall result was as follows:

1. Dave Scovell
2. Colin May
3. Alistair McPherson
4. Peter Scovell

The racing seemed to be enjoyed by all concerned and it was pleasing to see such a good attendance once again at an Open Meeting.

THE 25th ROUND THE ISLE OF SHEPPEY RACE

Circumnavigation Certificates are now held by eleven Seaflys from four clubs as they successfully completed the Forty Mile Race on Sunday the 2nd September.

The Island Race has been established for 25 years as a long distance event designed to test the sailing skill and endurance of competitors over a distance of 30 to 40 miles (dependent upon wind and tide). The course is sailed clockwise around the Isle of Sheppey starting and finishing at the Sheppey Yacht Club, and provides all types of sailing conditions, sea, estuary, river and MUD! with tides, currents and bridges to contend with.

The Sailing Instructions were rather daunting and I quote "in an event of this type every boat should be capable of completing the course in whatever conditions are encountered. Particular note should be made of the possibility of being reliant on your own resources for a protracted period, possibly returning after dark or in fog. All boats buoyancy arrangements must be in thoroughly efficient working order".

The fast dinghy class start was due to start at 11.30, but due to an earlier postponement we were 20 minutes late anyway. Barry Thomas crewed by Alistair McPherson led the eleven Seaflys across the line followed by masses of other boats who had considered that with 40 miles to go they need not hit the line on the gun, and maintained a lead over 80 other boats for some time!

The first 7 miles to Leysdowne was a fast spinnaker reach gradually heading up to a two sail fetch, winds were 4 gusting 5 with really exhilarating sailing.

Barry Thomas and Alistair held the lead with Dick Flower and son Paul working through the fleet to windward and taking the lead after 3 miles of sailing.

Peter Jones crewed by Jim Imrie took the lead just before Leysdowne only to be repassed by Dick and Barry. At the entrance to the Swale Adrian Summers took the lead followed by Pete Jones, Dick Flower and Barry. The beat up the Swale was in fairly light winds with ever decreasing water depths. Mud banks were the order of the day. This bunched up the fleet with Ian Mansfield and Louise making up ground and David Hughes and Christine, despite an earlier capsize, making supreme efforts to pass Dick. Adrian and Nick Carter had now established a lead followed by Dick.

After the initial sort out of the leaders in the Seafly fleet, the entrance to the Swale, (because some did not take advantage of the tide), allowed the back markers at that stage to catch up considerably, with the boats of Brian Howe crewed by Stewart Risbridger and Alan Cox taking advantage of their local knowledge.

Elected to fleet captain for HIGHCLITE is Peter Jones, who will be assisted by Ron Cockwell and Stan Stubbs is Sailing Secretary for the Club. Results for 1984 include Ian and Louise Mansfield in 642 winning the Spring Points with Peter Jones and Jim Imrie runners up in 624. Summer points went to Stan Stubbs and Dave Nicholls in 473 with Britt Hand crewed by Bill Ward in 155 runners up. Stan has now taken delivery of 645 and Bernard Hayward has acquired the very fast 101 (second at 1984 Nationals) to keep the competition up. The Nigel's Burt and Summers seem to have given up Scaflies for the time being and the lump that Vicky Summers was sporting last August turned out to be a brother and crew for Ben! Congratulations. Alasdair McPherson has departed (temporarily we hope) to dig for black gold in some Middle Eastern desert and presumably will be keeping his hand in by sand yachting.

HIGHCLITE boats have been active since September at the Lymington Town Sailing Club's Frostbite series. David and Christine Hughes were third in the Medium Handicap fleet.

Since Christmas the Mansfields and John McPherson with Colin May raced in the NatWest Trophy at Lilliput SC in Poole and more recently the same pair of boats braved the exposed approaches to Portsmouth Harbour in the Pompey Perisher which lived up to its name.

STARCROSS YACHT CLUB

The completion of the Scafly Nationals at Brixham saw the onset of the Summer Series at Starcross Yacht Club. The enthusiasm engendered by the Nationals was running strong within the Club and competition was keen. The Yacht Club's programme provided handicap rather than Class racing through the summer period and as it is recognised that Scaflies will not match Larks (the other major class in the Club) in the estuary, unofficial class racing ensued.

Some interesting racing took place though it did appear that on many occasions Carol Lanham in 523 had special call on the wind leaving most of the fleet fighting it out some distance behind. It should be said that John Lloyd 420 and Colin Tucker 617 had times when they were breathing down the transom of 523, but only for short periods. Bill Beeson 643 was out with his drill and pop-rivets again having inspected many boats at the Nationals and decided he should make a few modifications. Toward the end of the summer series one race in particular is worth mentioning. C523 was in its usual position—way out in front followed by 451 (John Rowe), 639 (Tim Legood) and 617 (Colin Tucker). The tide was running out fast, the wind light, Carol in 523 had rounded a special mark on the bank out from Castle and was making for the Castle mark when suddenly she found a hole in the wind. Colin in 617 slipped by the Special in front of 451 having appeared from nowhere (you must know the feeling!) All three positioned themselves against the tide in various parts of the river when lo and behold, Tim in 639 rounded the mark and slipped by all the others to be first Scafly home. Well done Tim!

With the onset of the Winter Series (early October) the numbers of Scaflies taking to the water dwindled considerably, though on one race in November no less than ten Scaflies were launched and raced. The wind on most weekends was light and often boats were falling back with the tide—frustrating to all though at other times interesting sailing was to be had. A very good tussle took place one Sunday afternoon when the tide was running out fast (yet again), the wind was light though sufficiently strong to propel the boats against the tide. Three boats were vying for 1st place, John Maltby in 222, Laurie Lanham 430 and John Rowe 451. Laurie must be watched carefully in light winds on the river, places were changing frequently, but 451 came through to finish. Another event produced an interesting result—a lot of tactical sailing took place to produce a dead heat between 430 and 451—unusual I would suggest.

Note from Big Ed.

The personal bits are by request of some of our ladies—they thought the *Newsletter* would be improved by some little intimacies—as they declined my initial offer I thought we may as well go for it. It is encouraging they even read the rag, so thank you ladies—more suggestions and news snippets please!

5. Sailing Holidays

Two sailing holidays have come to my notice.

Firstly the RYA Young Skippers Scheme runs one and two-week cruises from the Solent and Plymouth in centreboard Sonatas carrying a crew of three or four, with a group leader. Age limits are 17 to 23 years and previous experience is not necessary. Berths cost from £30 per week. Details from RYA Seamanship Foundation, Victoria Way, Woking, Surrey, GU12 1EQ.

Secondly Sequest are offering sailing holidays, either on a bareboat or crewing basis, on the Lycian and Carian coasts of Turkey, based on the port of Bodrum. I have some brochures, price lists and booking forms, or you can write to Sequest at 9/15 Aldine Street, London, W12 8AW.

6. Scaflies Down Under

During my trip to Australia in the autumn (their spring) I had the great pleasure of visiting Canberra YC, and spending a night with Peter and Daphne Fullagar—it should have been two nights, but for the breakdown of the XPT Express, which is another story! Dorothy and I were met at Canberra station late on Saturday night with a reception committee of several of the local Scaflies and taken to a party which went on until the small hours.

On Sunday we visited the Yacht Club and watched some of the Scaflies racing; as it was early in the season not many were afloat. Unfortunately owing to lack of time I had to decline the offer of a sail. There is quite a large fleet although only half a dozen or so sail regularly. Racing is on Lake Burley Griffin, which is man-made and completed in the early 1960s, and the Club is celebrating its 25th season this year. There is a large and comfortable clubhouse set in spacious and attractive grounds for picknicking and sunbathing. All sorts of boats are sailed from sailboards to trailer-sailers. The weather is of course much warmer than we are used to and they get good winds off the surrounding hills; the only drawback seemed to be the subscriptions which were very high by our standards, although not by Australian.

During my brief visit I was able to exchange a Starcross YC Burgee for one of Canberra YC as a memento of my visit and a token of thanks for the warm hospitality Dorothy and I received from Peter, Daphne and the Club members.

Later in Western Australia I went to Fremantle to see Australia II and found her in Fishing Boat Harbour having just been recommissioned to act as trial horse for the Americas Cup Defence in 1987. As we watched she was lifted out of the water and we saw the famous keel. All Australians, and particularly those in Western Australia, are tremendously proud of winning the Americas Cup and we must wish them well in February 1987.

7. Finally, a Happy New Year to You All

Please don't forget to pay your 1985 subscription (£5) promptly; we don't want to have to remove your name from the distribution list.

NEWS FROM THE CLUBS

A quiet end to the season has been reported from SEASALTER with only one Scafly appearing in the Frostbite Series. Let us hope there will be more on the water in the new season to support new fleet captain Alan Cox in his Scafly No. 415. Rumour has it that an old friend of the fleet has acquired No. 506 and hopes to restore it to its original pristine condition—welcome back to Bob Risbridger.

Since the Nationals most of the WORTHING fleet seem to have been trying different rigs, while David Scovell has got his right and wiped the floor with all of them. His current form has also proved the Scafly can be sailed well to handicap—Eric Arthur look out! All this experimenting means the home club are going to be a force to contend with at the Nationals 1985.

Congratulations to Andy Heyford and his wife Dee, on the birth of their daughter at the end of January. Farewells go to Spencer Rateliff and his family who have let to take up a new opportunity in Germany—all the best to them.

NOTES FROM THE SECRETARY

ALAN GREEN, "South Cones", 10 Higher Warren Road, Kingsbridge, Devon TQ7 1LG (Kingsbridge 2972).

1. Open Meetings—1985

This year's programme is as follows:

<i>Dates</i>	<i>Club</i>	<i>Times of Races</i>
8th–9th June	Blakeney S.C.	Saturday 10.15 (2 races) Sunday 11.15 (1 race)
22nd–23rd June	Highcliffe S.C.	—
13th–14th July	Starcross Y.C.	Saturday 13.30 and 16.30 Sunday 14.30
14th–15th September	Seasalter S.C.	Saturday 11.30 Sunday 12.15
6th October	South Cerney S.C.	—

With these events fairly evenly spread throughout the season it is hoped that many members will do their best to attend. Why not make it YOUR New Year Resolution!

2. 1985 National Championships

It is Worthing Y.C.'s turn to host the Nationals this year and they will be held from the 18th to 23rd August. It is expected that there will be the usual programme of races with a Practice Race on Sunday—for which there is now the Brixham Y.C. Trophy—followed by five Championship races.

Those of you who may have heard rumours of the rigours of Worthing's beach should not be put off. It is not as bad as some would have you believe and during the Nationals launching is usually from the sand at half tide and everyone helps out to get the boats up the ramp after the race. There is an excellent clubhouse with very good changing facilities, bar and galley, and the Club has a very efficient safety service.

Details of holiday accommodation can be obtained from the Tourist Information Centre, Chapel Road, Worthing, Wes Sussex, BN11 1HQ. For those who wish to camp it is hoped to arrange a site adjacent to the Club where all the Scafly people can be together. Details of the championship programme and the entry form should be available in the near future; in the meantime the latest information can be obtained either from me or the fleet captain at Worthing: Peter Bailey, telephone Worthing 33625.

3. National Championships Questionnaire

Enclosed with this Newsletter you will find a questionnaire asking for your views on various aspects of the National Championships. It would assist the Committee in planning future championships if you would please complete the questionnaire and return it either with your membership renewal subscription to the Treasurer, Eddie Spicer, or to me. We are particularly keen to hear from those of you who do not attend the Nationals. Perhaps if we changed the format, which has been much the same for many years, some more of you might be encouraged to attend what is, to the regulars, always a most enjoyable family week.

4. RYA National Dinghy Show, 1985

This Show, formerly called the London Dinghy Exhibition, takes place again at the Crystal Palace National Sports Centre on 16th/17th March.

The Scafly Class will as usual have a stand displaying one of the latest boats. The Show is very well worth a visit as it is aimed mainly at the dinghy sailor and nearly every class is represented. Apart from being able to look around and pick up useful tips from other classes, there are also a number of very interesting lectures, films and demonstrations to see. Entry fees are Adults £2, Children 50p, car parking £1, and the Show is open from 10 a.m. to 5 p.m. each day.

So if you are within striking distance of London why not make it a day out for the family to meet old friends and make new ones. I will be on the stand on both days and would appreciate some assistance in manning it particularly on the Saturday. Please let me know in advance if you can assist.