

S E A F L Y C L A S S A S S O C I A T I O N

S U M M E R N E W S L E T T E R

July 1972

July, and we are still waiting for the Summer to start - apart from a few isolated days, the summer weather just has not been there - and we are nearly at the half-way stage. Perhaps we can look forward to a wonderful Autumn! The very high winds have not given us much sailing time and the Nationals will be with us before I, for one, have got into my stride.

OPEN MEETING RESULTS

Starcross	1st. J. Bricknell	C 374	Starcross Y.C.
	2nd. J. Baker	C 223	" "
	3rd. D. Stunt	C 378	" "
South Cerney	1st. I. Hay	C 295	S. Cerney S.C.
	2nd. A. Horne	C 111	" "
Seasalter	1st. J. Cornforth	C 58	Worthing Y.C.
	2nd. P. Scovill	C 392	" "
	3rd. A. Green	C 376	" "
Highcliffe	1st. J. Slater	C 418	Highcliffe S.C.
	2nd. G. Thomas	C 175	" "
	3rd. B. Hand	C 155	" "

These results are now behind us and there is only one Open Meeting left - Tankerton on September 9/10th. At least the weather IS getting warmer and Open Meetings give you just that extra incentive to get afloat and enjoy your sailing in spite of weather conditions. Neither Starcross nor South Cerney were well supported by visitors, although the sailing was worth while. There was a better response to Seasalter, where there were seven visitors who shared the honours amongst themselves.

The position to date in the Dolphin Trophy series is:-

Posn.	Helmsman	Boat No.	Club	SYC	SCSC	SSC	HSC	Total Points
				Entries: 17	18	16	11	
1.	J. Cornforth	58	WYC	11-2	-	17-2	8-2	42
2.	A. Green	376	WYC	-	-	14-2	6-2	24
3.	W. Prescott	152	SSC	-	10-2	7	-	19
4.	I. Hay	295	SCSC	-	19	-	-	19
5.	J. Bricknell	374	SYC	18	-	-	-	18
6.	P. Scovell	392	WYC	-	-	15.2	-	17
	H. Leigh	289	WYC	-	-	9-2	4-2	17
	A. Horne	111	SCSC	-	17	-	-	17
9.	F. Pettitt	248	SSC	-	6-2	8	-	16
	G. Wicks	40	SCSC	-	16	-	-	16

Points scoring system:-  
 1st Boat - Number of entrants -1  
 2nd " - " " " -1  
 3rd " - " " " -2  
 etc.

Entrants who attend away meetings receive 2 bonus points.

SYC Starcross Y.C.      SCSC South Cerney S.C.      SSC Seasalter S.C.  
 HSC Highcliffe S.C.      WYC Worthing Y.C.

1972 National Championships, Worthing, 6-11th August.

Worthing Yacht Club is getting ready to welcome you to this year's major event. The last time that we went to Worthing for the Nationals we had Bob Bond (now R.Y.A. National Coach) as Race Officer - this year we have the services of Eddie Dunhill, a top-class 18th helmaman, and you can be certain that the courses we will be sailing will be all that you can desire. The facilities are good and the welcome to Seafly sailors will be as good as ever. The Fleet at Worthing is growing (like Topsy) and you can be sure of a first class holiday for the whole family, with excellent racing whether it is, for you, at the front, in the middle or with the tail-enders.

Write now to: ALAN GREEN,  
5 CRADOCK PLACE,  
WORTHING, Sussex.

for a booking to really enjoy yourselves. Closing date for entries 24th July (late entries an additional one pound)

1972 ANNUAL GENERAL MEETING

At last year's A.G.M. I said that I felt unable to continue as your Class Association Secretary after this year. As time has gone by, it has become clear to me that work and other demands are now such that I can no longer approach this job with the freshness and enthusiasm that it needs and it is becoming a chore that is taking the place of my own sailing - so defeating the real objective. As expected, there appears to be a singular lack of volunteers, but I would urge you all to look around you to get this job properly filled. It can be a very rewarding job from the contact and friendship with many Seafly owners new and old - near and far. This for many, is the 'shop window' of the Class as, for new members, it is often their first contact. It is important to ensure that the spirit of the Class is maintained in keeping with the characteristics of the Seafly itself. I must record my thanks at this stage to my wife, Jean, for the help she has given, as well as the tolerance she has shown in putting up with the time it has occupied.

Looking on the brighter side, we are hoping to have, by the end of the year, a CLASS HANDBOOK - thanks to the efforts of Laurie Lanham and Betty and Harry Venables. It is encouraging to see that Laurie, who was one of the original Class Members, can still find the time to help the Class in this way. It is a hard and long grind getting this kind of venture under way and it must seem never-ending to him. Without people like this, the Class would not exist in the way it now seems natural - many thanks!

TREASURERS COMMENTS.

The Class Association has a healthy bank balance at the moment, due by no mean measure to the efforts of Class Captains in handling newsletters and sending subs, in bulk. Royalties from the use of the spinnaker chat would have also helped to swell the class funds when all the dues are paid in. It is a false year in some respects, as the costs of the 1971 Championships, which were held in May 1971, do not show in this year's finances, and 1972 Championship costs will be in the 1972/3 year.

The subscription was kept at 75p this year to induce Seafly owners to renew their membership in 1972. There are 65 paid up 1972 members - so come on those who made up the 122 members for 1971. If you have not yet paid, your class captain will be pleased (I hope) to forward a bulk subscription, or

PAY UP NOW to Harry Venables,  
Cedrus House,  
Dry Bank Road,  
Tonbridge, Kent.

HARRY VENABLES.



GENERAL NEWS

Stemming from the success of Maurice Arthur at Plymouth, there seems to have been a significant increase in the standard of helmsmanship. Maurice will be defending his title at Worthing and you can be sure that he has been working hard to improve boat speed, knowledge of local conditions, and the ability of helmsman and crew to both so work together as to always get the best out of any situation. John Cornforth - who this year will not be standing for re-election as your Chairman - has modified his boat with spinnaker chute and centre mainsheeting. He has also been fortunate in getting the interest of a fellow student from Canada who seems to have a very wide experience in top-class dinghy sailing - the results show what can be done with a bit of real application and sound thought.

At Highcliffe, Jim Slater has joined the Seafly Fleet and I understand that he is showing the way there. All of this, and the same in smaller ways, shows that there is a growing interest in lifting up the performance of the Seafly. There is with this, a growing feeling that in order to keep the Class alive, there should be clearer definitions of the areas of development and that we should not be too restrictive in our One Design Class Rules. The Committee have noted this and there will be an item on the Agenda to allow for the DISCUSSION of this point, so that we can all have our say - there are no proposals to change any rules at this stage - at least not from the Committee. This should be an interesting discussion, as you can pick up a lot of hints from what the various people say and the way they sail. The Seafly is an impressive boat to the newcomer, and this part is about ensuring that we can continue to hold that same interest and make the Class grow faster. There are well over 400 boats, but with that many afloat, the rate of growth should be higher than it now is. We have a long way to go towards a thousand boats, and surely we should be expecting this number. We hope the kind of interest that has been kindled will grow and take us quickly there.

In Scotland, Mr. Richardson was so impressed when he took his Seafly out for his first sail, that he even wrote to me about it - there are other Seaflys in Scotland and perhaps we shall see many more. Mr. Griffin, who sails near Newport Pagnell, was equally impressed and took the time to write. In both cases the enthusiasm shown does a great deal to extend interest and who knows where it will end? We have a note from Seafly owners in Canada who seem just as enthusiastic:-

REPORT FROM TONY SAYLE - VICTORIA B.C. CANADA.News from Western Canada Seafly Owners.

It all started out here in 1962 when Roger Vale needed a boat. He saw a Seafly advertisement, like it, built it, and Western Canada hasn't looked back since.

Actually there was a longish pause while others of us looked at it and pondered. But by 1970 there were nine in action, and in 1971 there seems to be another five or so somewhere between the drawing board and being afloat. It is even rumoured that there is interest in Vancouver and in the interior of the Province, at Nelson.

We are obviously making progress, though slowly. Personally I prefer it this way, because it's too good a boat to be just an over-advertised and then 'soon over' Mad.

Now what kind of conditions do we sail under here? Well, first of all, it's generally fairly sheltered water in the sea in one of the bays or harbours around Victoria City or in between the many islands of the Gulf Island chain. We also sail in several of the nearby fresh-water lakes. The wind velocities that we race in are typically below 10 m.p.h. (i.e. Force 1 - 2) in the summer and up to Force 5 or 6 in the winter. This isn't always the case however. I remember one summer

regatta with winds over 30 and peak gusts of 38-40 m.p.h. (Yes, the Seafly can plane under jib alone!).

Sailing is all the year round here, with a typical racing programme being two interlocking series (on alternate weekends) from mid-September to mid-December, two more from January to March, and one for May and June. Winter regattas are not popular - the water and weather are too cold - but major races are held from February through April. The summer regatta circuits run from May through September.

Not all of the Seafly owners are race inclined. We are a mixed bunch. One prefers day sailing and seems happiest when himself, his wife and five kids, and maybe an uncle or two, are out in lots of wind on a broad reach between the islands. Another keeps his boat on a large lake (about twenty miles long) and brags about the afternoon wind and the floating logs from nearby timber operations. He has holes to prove it too!

Most of us like to race - some a little, some a lot - and are divided by belonging to two separate clubs. One of these has been racing competition and we often find ourselves taking on the Fireballs. They seem to find this frustrating particularly as we seem to have the legs off them when off the wind.

The other club is designed to get people interested in sailing, and here we are probably getting our soundest advertising. Parents, seeing their kids in them, are trying them themselves and getting bitten by the 'bug'. This is what is going to give us a stable Seafly Association as the years roll by.

It is probably interesting to note that all our boats are home-made by their current owners. This is mostly of necessity because we can build at least two boats for the price of an imported one. We also have advantages in materials available such as 16 foot lengths of plywood and full length, clear sitka spruce for masts and booms. Fibreglass cloth and resin are commonly used for reinforcing seams and some use it to give better hull bottom finish.

Our organisation is a very free and easy one. We had a meeting once. It was enough. Roger Vale was obviously the man for class captain, and I was somehow appointed chief scribe. There should be another meeting soon - if we can stop sailing long enough to get together.

Tony Sayle,  
Victoria B.C. Canada.

Why not take the time out yourself and pen a few lines about your own situation?

#### SEASALTER OPEN MEETING, 10th - 11 June.

Somehow or toher in this tormy summer Seasalter Sailing Club managed to arrange ideal weather for their open meeting. If the sun didn't shine very hard, and even though there was the odd thunder shower, at least the wind was a very nice force 2 - 3 on both days.

Ten home boats were joined by two visitors from Tankerton Bay and four from Worthing. The practice race which preceded the meeting proper was a single-hander and resulted in a win for Seasalter helmsman Brian Howe (C 35) from John Cornforth (C 58 - Worthing) and F. Williams (C 42 - Seasalter).

The first race was sailed in an off-shore breeze with a committee boat start, postponed to allow all competitors time to get out to the start line. After the beat, spinnakers were soon much in evidence on the reached and downwind legs, and the result was a win for John Cornforth, with Brian Howe second and Alan Green (C 376 - Worthing) third.



Sunday again proved ideal for sailing, the wind by now permitting windward starts from the line off the clubhouse. Owing to shortage of water the two races had to be kept fairly short but nevertheless there was time for tactics and skill to play their part and positions constantly changed. The morning race was again won by John Cornforth, second was Peter Scovell (C 392 - Worthing) and third Bill Prescott (C 152 - Seasalter) who had worked his way up after being left badly on the start line by a temporary lack of wind.

With the meeting wrapped up, John Cornforth changed his crew for the last race and was going well until he dropped his spinnaker in the drink. Local man F. Williams sailed into the lead and was followed by over the line by Peter Scovell and Alan Green.

So it was a clean sweep for Worthing with John Cornforth taking the Hilda Rusdell Cup, kindly donated by Mrs. Hilda Rusdell, to be competed for annually.

Overall results - best two races:-

1.	J. Cornforth	C 58	1 1/2 pts.	Worthing Y.C.
2.	P. Scovell	C 392	4 pts.	"
3.	A. Green	C 376	6 pts.	"
4.	F. Williams	C 42	6 3/4 pts.	Seasalter S.C.

### HIGHCLIFFE OPEN MEETING, 1st - 2nd July.

For Highcliffe the weather reverted to typical 1972 and this perhaps accounted for the disappointingly low entry - only six from the home club and five visitors from Worthing.

On Saturday the eleven boats came to the start line of an Olympic course in Christchurch Bay facing an off-shore force five, with violent shifting gusts, making the four beats very hard work; in contrast, however, the planing reaches were sheer delight. The conditions gradually took their toll as helmsmen decided they had had enough - Alan Yates (C 113 - Highcliffe) was last seen heading for home with a jammed spinnaker flying from his mast head like a paying-off pennant! Seven boats eventually stuck it out to the end and were lead over the finishing line by John Slater (C 418), Gordon Thomas (C 175) and Britt Hand (C 155) all of Highcliffe.

Sunday morning was, if anything, even more boisterous and with a force seven forecast, the second race was postponed until the afternoon. When eventually it was decided to put on the race, with a shorter and more inshore course, the wind had settled down to a steady five from the south west. Only Saturday's three leaders ventured out and they found conditions easier with a steadier wind. Finishing positions were the same.

The third race was cancelled.

Overall positions were:-

1.	J. Slater	C 418	1 1/2 pts.	Highcliffe S.C.
2.	G. Thomas	C 175	4 pts.	"
3.	B. Hand	C 155	6 pts.	"
4.	J. Cornforth	C 58	1 1/2 pts.	Worthing Y.C.

### THE DOLPHIN TROPHY - 1972.

This year's bad weather has doubtless been partly the reason for the lack of visiting helmsmen to the four open meetings held so far. With only one meeting to go, at Tankerton Bay on 9th and 10th September, only ten members have visited other club's opens, compared with twenty-four last year.

This is a great pity because host clubs go to considerable trouble to arrange open meetings and unless they are supported by visitors there is little or no point in holding them. Without open meetings, with their atmosphere of friendly rivalry between competitors from different clubs and the opportunity to improve one's own sailing ability with fresh competition, the Seafly Class will surely fade away and those who consider that the Seafly is second to none will be driven to look elsewhere for good racing.

All of you I hope want to keep the class going, so why not make a resolution now to attend at least one open meeting next year, even if you can't make Tankerton Bay in September. After all, most fleet members are within three or four hours driving of at least one Seafly meeting besides their own.

LAST OPEN MEETING - TANKERTON BAY SAILING CLUB, 9-10 September 1972.

Tankerton Bay is near Whitstable and has a fine stretch of open sea to sail on. There is about four hours sailing each side of high water. The racing can be watched by those not sailing from the grass slopes which over-look the sea. There is a fine club house which provides good food and drink. For accommodation, get in touch with Class Captain. So fill up the entry form and send 75p entry fee for racing to:-

Hon. Sailing Secretary,  
Tankerton Bay Sailing Club,  
Whitstable, Kent.

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Enter Seafly No..... for Race/Open Meeting, 9-10th September 1972.

Colour of Hull.....

I agree to be bound by the Rules of I.Y.R.U. and by sailing instructions.

I hold a valid Class Certificate of Measurement and Insurance.

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

Name.....

Address.....

Club.....

I enclose cheque/P.O. No..... value.....

Return to :- R.Howard, 61 Robin Hood Lane,  
Walderslade, Chatham, Kent.

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The wind is howling round whilst I am writing these notes, but it can't last for ever - or can it?

See you at the Nationals at Worthing. Don't forget the date - 6th - 11th August.

BILL PRESCOTT.

P.S. I have a copy of a guide to the maintenance and repair of Fibreglass boats issued by Fibreglass Limited, St. Helens, Lancs, W10 3TR. It seems a very good leaflet and not just advertising blurb. It should be freely available and if you would like a copy you should write to Mr. P.Knowles, Publicity Officer, Reinforcements Division, Fibreglass Limited, as above.

The ANNUAL GENERAL MEETING will be held on Wednesday, 9th August at 20.00 hrs. at the Burlington Hotel, Marine Parade, Worthing, Sussex.

A G E N D A

1. Apologies for absence.
2. Minutes of the previous meeting.
3. Chairman's Report.
4. Secretary's Report.
5. Treasurer's Report.
6. Election of Committee members.
7. Election of Auditor.
8. Motion: That authorised experiment and development of the Seafly be permitted by allowing an owner to sail in Class Racing with a development authorised by the committee, for one year minimum. Such owner to report to the Committee at the end of the trial period and whilst sailing thus is not eligible for any award. (D.Flower - C 284).
9. Motion: That the use of limited swing spreaders be allowed. (P.T.Gray - C 423).
10. Any other business.