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JULY 1984

NATIONAL CHAMPIONSHIPS

29TH JULY-3RD AUGUST

## NOTES FROM THE SECRETARY

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### 1. Newsletter

The Editor gave notice in the January 1984 edition that future issues would be sent only to fully paid-up members and associate members. The June issue was in fact sent to everyone on the mailing list. However printing and reproducing the Newsletter in its present format, which has received favourable comment as a welcome improvement, is nevertheless expensive and the Association cannot afford to send it to those who do not pay their dues. Therefore this and future issues will be sent only to paid-up members.

If any member hears of a Seaffly owner who has not received the Newsletter, please pass him the message!

### 2. Rules of Measurement and Construction

The final draft, agreed by the Committee at a meeting at the London Dinghy Exhibition, has now been sent to Committee Members and Fleet Captains, who have been asked to make it available to members in their clubs. If anyone else requires a personal copy for his own use, I have one or two spare copies available.

The Committee will be putting forward a proposition at the AGM to adopt the revised rules as they stand. However, should anyone wish to propose an amendment, I will accept a late proposition for the AGM. Under the Constitution propositions should reach the secretary by 4th July, but in view of the shortness of time since the final draft went out, I will accept propositions received by Monday, 23rd July. Propositions must be *in writing* and correctly worded to fit the text of the rules.

### 3. 1984 National Championships

You should by now have sent your entry form and fee to Brixham Y.C. if you intend to enter the Nationals from 29th July to 3rd August. Brixham Y.C. have reserved the right to impose a £5 penalty for late entries and may well do so for those received right at the last minute. At the time of writing this (3rd July) 30 entries had been received.

At last year's AGM a proposal was carried that boats should be scrutinised at this year's Nationals. The Committee has arranged for John Donovan, a member of Starcross Y.C. and an R.Y.A. measurer, to carry out certain checks on a random selection of boats on the Sunday morning before the Practice Race. All entrants should come prepared to make their boats available for scrutineering if selected, and should have their boat and sail measurement certificates to hand. Checks could include spars, centreboards and rudders. There will also be checks that all entrants are paid-up members of the SDCA and that their boats are properly registered.

### 4. Seaffly Copyright

I reported in the last Newsletter that Colin May had offered to sell the Copyright to the Association, provided he is granted a licence to continue building GRP and composite boats for a period. Recently I have received a letter from John Slater saying that he would like to purchase the Copyright and he would promote the boat through his business, Slaters Marine, at Christchurch. He is also willing to licence other reputable boat builders who wish to build the Seaffly (and, presumably, amateurs who wish to build from scratch).

The Copyright issue will be discussed at the AGM. Purchase of the Copyright would require additional finance to be raised.

### 5. Seafflies Abroad

Following my note in the last Newsletter, David Scovell of Worthing Y.C., who returned from Papua New Guinea last year, tells me that he saw 3 Seafflies at Wewak in March 1983. Two of them were racing, but the helmsmen seemed unaware of the class of boat they were sailing. One wonders how they were handicapped! I recall that a number of boats were sent there, possibly in kit form, in the early days. Other Seafflies were built in Australia, where they still sail at Canberra Y.C., and Canada.

## 6. Open Meetings

Still to come are:

14th-15th July

15th-16th September

7th October

Seasalter S.C.

Worthing Y.C.

South Cerney S.C.

First race Saturday 1300 hrs

First race Saturday 1500 hrs

Please support these if you can. Fleet Captains can probably arrange accommodation.

## BLAKENEY OPEN

The Blakeney Open Meeting was sailed in its usual relaxed and friendly atmosphere over the weekend of May 19th & 20th with four home boats and two visitors, both from Worthing. It was nice to see Roy Perryman back on the water with no. 620 and Brian Blogg in Frank Bassetts boat.

The weather was variable along with the wind but this did not detract from some good sailing in Blakeney Harbour. Apparently taking an interest in the racing, were some of the local seals who kept popping up in the middle of the fleet to watch the race! The wild life, sea birds and scenery alone, make Blakeney well worth a visit, plus the hospitality of Blakeney's "Clubhouse" the Blakeney Bar!

The results were:

1st Race: 1. Eric Arthur, 2. Brian Blogg, 3. David Seovell

2nd Race: 1. Eric Arthur, 2. Roy Perryman, 3. Mike Hartnell.

Overall: 1. Eric Arthur

2. Brian Blogg

3. Roy Perryman

3. Mike Hartnell

A good time was had by all and we are indebted to Blakeney Sailing Club for providing such an enjoyable Open Meeting.

Footnote: Rumour has it that Blakeney may provide two visitors for the Nationals. *We wonder who?*

## SEAFLY WINS SWEB CHAMPIONSHIP—AGAIN!

Every year around the 1st June, the South Western Electricity Supply Sailing Association hold a three day sailing regatta under the burgee of Brixham Yacht Club. The event is always well supported by helmsmen throughout the region and three classes compete for the various trophies. Helms from Hinkley Point Power Station bring their Albacores and a mixture of other boats make up a fast and slow handicap fleet. These range from Mirrors to Hydra cats and for the last couple of years have included two Starcross Seaflys. Last year the late Bernard Phillips took first place in the fast handicap with Geoff Turner second. This year, in a weekend of fast and furious racing John Rowe and Charlie Sandys took C451 to victory again maintaining Bernard's previous success. But the wild conditions were a bit much for Geoff Turner who ended one race taking a walk around the upturned hull of C627 while his crew, Doris Rudd decided to stay in the dry underneath. How do women manage to capsize, swim around under a boat, right it and still keep their hair dry? Doris did!

The continuing success and popularity of the SEASSA event has much to do with the ideal sailing conditions of Torbay to which the Seafly is ideally suited and to the generous hospitality of Brixham Yacht Club. It will be good to see Seaflys there again in force at the end of the month. [It is also good to see Seaflys competing and doing so well in events open to other classes. There is no better publicity for the class than winning an event such as this. Electricity Board sailors in the South West must be quite impressed with Seaflys by now. Ed]

## RYA

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## TRAILER-SAILORS AND THE LAW

It is an old adage that ignorance of the law is no defence, so you should watch for changes in these constantly changing laws. It is your own responsibility to find out the law. In case there are trailer-sailors who will find out by being stopped by the police, this section sets out in brief, the law on the subject of trailers, taken from such abstruse HMSO publications as the Road Transport Act



1972, various Motor Vehicle Constructions and Use Regulations, Motor Vehicles Variation of Speed Limits Regulations 1973 and new regulations which came into force in September 1981.

**Regulation 97** (of the 1973 Regulations).

This regulation says, in legal language, so far as boat-trailing people are concerned, that a car and trailer (and all parts and accessories) shall at all times be in such condition that no danger is caused or likely to be caused to any person in or on the vehicle or trailer or on a road. It further says that the load shall always be tied on properly and shall not fall off, nor shall it shift "thereby causing possible danger to other road users."

Obviously, intrinsically dangerous pieces of equipment (such as an overhanging mast or an outboard motor on the transom) can be a dangerous load. There have been a number of cases before the magistrates as to the meaning of these words and it has been found that an unprotected outboard motor is such a load.

Within these regulations, fines are heavy and disqualification or endorsement is a possibility. Apart from anything else, Regulation 97 is so wide sweeping that anybody damaged on the road as a result of a proved breach of Regulation 97 could make a claim against the owner or driver. It therefore pays you to ensure that while the boat is on a trailer being towed by your motor car it is insured under a Motor Car Insurance Policy and declared to your insurers. Unless the trailer and the boat accidentally detach from the car while you are driving on the road, as soon as it is deliberately detached it becomes the subject of your Marine Policy.

**Weight and length**

Assuming that an ordinary car is being used for towing, the maximum overall length of the trailer, including the boat, must not exceed 7 metres (just under 23 feet), the normal maximum permitted width is 2.3 metres (7'6") and if your towing vehicle is less than 2 tons, this is the maximum. In a case where the towing vehicle is heavier than 2 tons unladen, the trailer may then be up to 12 metres long (39'4") and 2.5 metres wide (8'2"), but the total width of the boat itself must not exceed 2.9 metres (9'6").

Any trailer over 7 metres (just under 23') must have 4 wheels with the trailer's wheelbase no less than  $\frac{2}{3}$  of its overall length. Boats wider than 9'6" can be carried but some formalities must be observed.

**Unbraked trailers**

At present trailers with an unladen weight of less than 2cwt are not required to be themselves fitted with brakes and in fact most manufacturers make them with wheels too small to incorporate brakes.

By Regulations which came into force on 1st October 1982, unbraked trailers are measured by reference to their gross (loaded) weight and must be marked on the external nearside with that weight. The maximum gross weight of an unbraked trailer shall not then exceed 759 kg.

At present a trailer with no brakes must not weigh more than 60 per cent of the kerbside weight of the towing vehicle but after 1st October 1986 the weight of the towing vehicle must be at least twice the gross weight of the trailer and its load. The present law requires that heavier trailers must have brakes, and trailers in excess of 3.5 tons laden weight must have air brakes.

**Speeds**

1. *General.* In general the maximum speed for trailing is 40 miles per hour, but the law allows towing at 50 mph, if you fulfil certain conditions.

2. *Weights.* A trailer with brakes may be towed by private cars, goods (light) vans up to 30cwt, and dual-purpose vehicles only, at 50 miles per hour, as long as its total weight is not more than the kerbside weight of the towing vehicle. You may go at a maximum of 50 mph except, of course, in a 30 mph limit, or other lower limits.

3. *Kerbside weight.* The phrase *kerbside weight* is in many Motor Vehicle Regulations. We would suggest that you just visit a local weighbridge and ascertain the all-up weight of the vehicle including fuel, water, normal tools and towing bracket. No other load need be included and you don't have to fill the car with passengers, then weigh the loaded trailer.

4. *Trailer/towing vehicles ratio.* the ratio between the weight of the trailer and the towing vehicle is the all-important aspect of this particular regulation. It was brought into British Law on the basis that badly matched combinations can become unstable at high speeds. Other countries are enforcing similar laws.

5. *Markings and lights.* If you wish to travel at a maximum of 50 mph, the kerbside weight of the vehicle must be clearly marked either inside (on the dashboard, for example) of the vehicle, or outside (on the nearside)! The trailer must also be clearly marked on the external nearside with its maximum gross weight. Make sure that both trailer and car are marked. A plate with the number 50 must be



fixed on the trailer in a vertical position facing squarely to the rear. It must be circular or elliptical (and if the latter, so placed that the long axis is horizontal). It must be coloured black with the number 50 in white, silver or light grey. It must also have the following minimum dimensions:

- Circular plate: 4" diameter
- Elliptical plate: 3" height, 4½" width
- Each figure of the number: 1¼" height, 1¼" width
- Width of every party of each: ⅙"
- Width of every part of each figure: ⅙"
- Space between figures: ¼"

If the figures are raised they must not project from the surface of the plate by more than ⅙".

All trailers on the road during the hours of darkness are required to have at the rear two red lights, two red triangular reflectors and a number plate lamp. Trailers are also required to be fitted with direction indicators and stop lamps, and in the case of trailers manufactured after 1 October 1979 and first used after 1 April 1980, one fog lamp or a pair operating together. It is an offence not to display these lights or to obscure the reflectors. Whether the requirements of the law are met by use of portable lighting systems is a matter for the owner or user of these trailers to decide.

#### Projecting loads and marking

Apart from the ever-present Regulation 97, the law is specific about markings. Front and rear projections of less than 1.07 m (3'6") are not required to have any sort of marking.

But if the *rearward* overhang exceeds 1.07 m (3'6"): make visible, for example by means of a bright red or orange plastic bag at the rear end.

if the *rearward* overhang exceeds 1.83 m (6'): special marker boards should be fitted.

if the *forward* overhang exceeds 1.83 m (6'): special marker boards should be fitted and mate carried;

if the *forward or rearward* overhang exceeds 3.05 m (10'): special marker boards should be fitted, mate should be carried and police should be notified.

#### Protection of projections

Marking is one thing, *protection* is another. All projections must be protected. There have been cases under Regulation 97 where it has been found that an unprotected outboard motor is a dangerous load. A plastic bucket over the propeller blades or a wire mesh contraption seem to be adequate protection against chance encounters and also against a brush with the police.

There is, however, little you can do, if you must leave your outboard permanently mounted, against the fool driving behind you who is observing less than the 2 second rule, and wishes to immerse *your* propeller in *his* radiator water, except to see that your trailer brake lights are working clearly.

#### Suspension and bearings

You are ill-advised to build your own trailer without doing very careful homework on the regulations. For those who trail long distances, it may be an advantage to have larger wheels than the normal manufacturers' specification. Providing yourself with larger wheels may also provide you with over-ride brakes. However, trailers bought from manufacturers will, of course, adhere to the legal requirements, but if you intend to build a trailer or renovate an old one, remember that it must have suspension and mudguards (and keep on remembering Regulation 97 as well).

The majority of small trailers have a simple rubber-mounted suspension with stub axles and the wheels are on bearings. Some trailers have excellent leaf-spring suspension. All have suspension because the road impact on a small wheel is very large and it is more likely to collapse than a car wheel.

Those who put their road trailers in water to launch the boat run the risk of corrosion. In some countries it is an offence against the law to immerse a road trailer. At present, in this country, the advice must be to hose your trailer down extremely well after immersion to try to inhibit the corrosion, because metal springs and suspension arrangements do not live happily when soaked in salt water.

Since wheel bearings, ball races, and so on are terribly susceptible and should not be relied upon, it is sensible to carry spare wheel bearings and perhaps even a launching trolley, which seems like a bright idea and is really not difficult to carry or use.

#### Miscellaneous

1. *Number plates.* The number plate on the trailer must be identical in shape, colour and characteristics to the one on the car. Reflex reflecting yellow plates are compulsory on cars/trailers first registered or manufactured after 1 January 1973. The number plates must be illuminated at night.



2. *Detached trailers.* No person in charge of a motor vehicle or trailer drawn thereby shall cause or permit such trailer to stand when detached from the drawing vehicle unless one at least of the wheels of the trailer is prevented from revolving by setting of the brake or use of a chain.
3. *Mudguards* are required.
4. *Motorway use.* A motor vehicle drawing a trailer may not use the right hand off-side land of a three lane carriageway or a motorway, or at any place where all three lanes are open for use by traffic proceeding in the same direction, except while a vehicle is passing another vehicle carrying or drawing a load of such exceptional width that it can only be passed on the right hand or off-side lane. This restriction also applies to a length of motorway or carriageway which has four lanes open as above where the left hand or near-side lane is intended primarily for slow moving traffic and this intention is signposted.
5. *Passengers* may not be carried on trailers.
6. *Driving licence.* A trailer cannot be drawn when the drawing vehicle is driven by a provisional licence holder.
7. *Tyres.* The general law applies to trailers.

### NEWS FROM NEWCASTLE (COUNTY DOWN) YACHT CLUB

Following the news that a Seafly fleet was prospering across the Irish sea in Newcastle County Down, I decided to try to find out more about our long lost brothers in Seaflys and details of what boats they were sailing. I have just received a delightful reply to my letter from Tony Dickinson, the Commodore of Newcastle (County Down) Yacht Club, together with a postcard showing the beach and Mourne Mountains at Newcastle. Below is a major part of his letter which I know everyone will find fascinating, as I did. We wish them every success in their sailing and in their Championship, which is, I note only a day after the Nationals finish. How about holding the National Championship in Ireland sometime!

David Cotgrove.

Our club is over 20 years old now and one of the founder members was a Capt. R.N. retired. He visited a boat show and, using his experience of the sea, picked the boat the club would use — The 'Seafly' — solid and strong, roomy and beamy and, he told me, the only one he saw with built-in buoyancy, just right for the steep swells and broken chops we sometimes get elated with in the Irish Sea. If you miss our east mark, the next stop is the Isle of Man.

For the record, we have Nos 33, 50, 52, 150, 168, 182, 188, 194, 195, 196, 243, 245, 246, 247, 445, 482 and 502. Nine of these are in pretty regular action, four haven't appeared for a year or two, one appears whenever the owner is home on holiday and wins everything, one has just had a baby — a sweet little thing who visited the clubhouse for a first time a couple of days ago — she'll be afloat again S.A.P. And No. 33 is in my garage. I got it dirt cheap to my great pleasure because it took off from its trolley in a gale had a collision with a lamp-post and landed on top of a car. [Good Seafly weather — Ed.] Then the owner, getting the wreck down from storage in the roof of his garage, dropped it from a great height. I hope to be afloat before the season is out — or asunk if I don't do a good job on it. Three cheers for Isopon.

Where the Mountains of Mourne sweep down to the sea is a little harbour. It used to be used for the export of granite sets to pave the streets of Britain. Beside the harbour are some old coal-sheds, now our storage, just enough space for a dinghy-park and an old prefab which is our clubhouse. We are about to plunge into indescribable debt to build ourself a new club-house for the old faithful is a shabby disgrace and not fit any longer for its job. We're running a beginners evening once a week and had 33 enthusiastic hopefuls packed into the place this week.

The view of the mountains once you are out about half a mile is breathtaking! but they are building a sewage plant just the other side of the harbour.

We race Thursday evenings and Sunday afternoons; 2 or 3 pursuit races but mostly points series; a picnic outing to a sandy beach across the bay and we hold a 'Seafly Championships' annually — this year its on 4th and 5th August — so far no visiting boat has ever appeared. Our advertising must be N.B.G. for surely there's a few more seaflys somewhere in travelling distance in Ireland.

So that's us, not a lot of us, but we enjoy ourselves. If I remember aright one wild, adventurous wizz kid from here, Peter Wilkin by name, now busy manufacturing "Pinewick" cane furniture, (there was another with him, the late Will Hawthorn) once took part in one of your championships. The result is our only 'plastic' boat, No. 482, still with us and winning now and again when the present crew and helm take the notion, maybe you have some madmen with the wanderlust who might take a holiday with us one day. And very welcome you'd be!

Yours sincerely,

Tony Dickinson



## WORTHING NEWS

The season at Worthing has taken a while to gather momentum, mainly due to the weather and unprepared boats. The average turnout for the Class Points Series has been 6 boats but the June sunshine has coaxed a few more boats onto the water now, bringing the numbers up to 9. This looks more encouraging for the second series which starts in August.

For various reasons, such as broken masts, disqualifications, etc. only Brian Walton or Peter Bailey have scored sufficient results to win the series, and with only one race to go either of them could secure a good result and be successful.

Lately the racing has been quite close with four different winners to the last four races and the rest of the fleet hot on their heels. Having spent a lot of time refitting no. 392, David Scovell has been going very fast with his new mast, particularly in the stronger winds.

As regards the rest of the fleet Ray Ditch is busily tuning his new mast in no. 96 after breaking his old one and Ray Howard, following a year of crewing whilst completely redecking no. 207 with the new style side tanks is back on the water at the helm again.

## HIGHCLIFFE OPEN

Over the weekend of the 23rd and 24th of June, Highcliffe Sailing Club were host to the second Scafly Open Meeting of the 1984 season. Seven visiting boats made the trip and it was a treat to welcome old friends from Seasalter, Worthing and Starcross. The fleet was made up to a grand total of 22 Scaflies by the local boats and the four race series was sailed in company with a good fleet of Lasers.

The forecasts promised generally fine weather with strong Northerly breezes which turned out to be close enough to the truth. As boats came to the line at the start of the first race the breeze was light. Early leaders crossed the line at the distance mark and favoured the landward side of the layline. By the end of the first triangle, the breeze filled in rather more briskly, but was still heavily flawed, stretching out the fleet and even causing a few exposed centre plates. At the finish Alasdair McPherson with his father, John, in 636 Resolution was first, pursued by the lightweight flyers, David and Christine Hughes in 638 Mercury, and the heavy gang of Peter Jones and Jim Imrie in 624 Sioux. Could it be that Highcliffe were to maintain their longstanding unbeaten home record?

The fleet had to wait for further indications until the next day, since the breeze, now a little more than brisk, was making the rescue crews sweat. Some boats were to be seen heading for the beach in varying states of distress, including the very newest under jib alone. Britt Hand, the Race Officer, decided to abandon the second race and not many of the Scafly crews were disappointed.

After social sausage and drinks in the Club on Saturday evening, Sunday dawned clear and bright. Some, with damage from Saturday, who wished to race again, were obliged to observe this dawn. Others, like Barry whose Procter had adopted a most unconventional degree of prebend, could afford to take a leisurely breakfast.

The fleet started the 3rd race in a gentle, fluky North Westerly and the windward side of course was favoured by lifts on the Port tack. Early to show were Adrian Summers of Highcliffe in his newly restored wooden boat 408 and Mike Hartnell of Worthing in 621. Mike was one of the few helmsmen present sailing their second open of the season and he seemed to have benefitted from the match practice. At the end in a slightly firmer air, he took the gun from Adrian followed by Alasdair McPherson who had recovered from a poor start by working hard through the fleet. Brian Young of Highcliffe was fourth with Peter Bailey of Worthing showing some consistent form, fifth.

The overall result of the meeting was now wide open. Fancied fleet leaders were not showing. The breeze did its best to compound the upsets by gradually increasing in strength and flicking direction from N.W. to W and later, suddenly to S.W. Those who had all this worked out could take advantage of it, but many were confused to find a broad reach suddenly become a close fetch. Spinnakers appeared and then disappeared. Later, the first leg of the sausage, which we are conditioned to think of as a dead run, was found to be a beat. And so on.

Adrian Summers dicing at the front with David Hughes and Mike Hartnell evidently had it right. So, too, did Chris Arnell, a newcomer to the Scafly fleet, sailing in 412 under the Highcliffe flag. He recovered from a position well down the order to finish second behind Adrian in this race. David and Christine Hughes, with commendable consistency, were third while mercurial Mike was fourth. Peter Bailey, also consistent, got another fifth to his credit and Peter Jones was 6th.

At the end of a most enjoyable and interesting meeting the result went to Mike Hartnell by the narrowed margin from David and Christine Hughes. Peter Bailey was third. This was the first time for many years that the Highcliffe Open had been won by a visitor and the prizewinners did well to be consistent in demanding conditions. Chris Arnell showed a form to be reckoned with at future meetings. For the 'also rans'—well, there's always the Seasalter Open on the 14/15 July.

1. Mike Hartnell + Spencer Ratcliffe Worthing 621
2. David + Christine Hughes Highcliffe 638
3. Peter Bailey + Jonathan Wynne Worthing 434
4. Chris Arnell + Adam Slater Highcliffe 412
5. Pete Jones + Jim Imrie Highcliffe 624
6. Adrian Summers + Nick Carter Highcliffe 408
7. Alasdair + John McPherson Highcliffe 636