

JULY 85



SEAFLY NEWSLETTER

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Notes from the Secretary: ALAN GREEN, 'South Cones', 10 Higher Warren Road, Kingsbridge, Devon, TQ7 1LG. (Telephone: Kingsbridge 2972).

1. 1985 National Championships

Entry forms for the National Championships at Worthing Y.C. from 18th–23rd August were sent out with the last Newsletter, but in case you have mislaid yours or did not receive one, they can be obtained from Mrs. J. Jones, Rear Commodore, Worthing Y.C., 56 Melrose Avenue, Worthing, West Sussex. The entry fee is £35.00. Please send your entry in as soon as possible if you have not already done so. There is free car parking at the Club and an adjacent camp site is available for about £20 per tent for the week.

A number of boats will be weighed on the Sunday morning before the Practice Race. They will be selected at random from those with sail numbers above 600, plus the first ten in the 1984 Nationals and the first three in each of the Open Meetings held this year. By this method of selection the effort will be concentrated on those boats likely to be competitive so that time is not wasted on older (and heavier) boats. If your boat is likely to be selected please do not rig on arrival until you have been advised whether your boat is to be weighed.

Boat and Sail Measurement Certificates will be scrutinised by Worthing Y.C. on arrival.

2. Annual General Meeting

The A.G.M. will be held at Worthing Y.C. on Wednesday, 21st August, at 20.00 hours. An agenda is enclosed with this Newsletter; please bring it with you if you are attending.

The main propositions are likely to include:

(a) Minor amendments to the Constitution, Class Racing Rules and Procedures for obtaining a Class Certificate—proposed by the Committee. Once agreed, the way will be clear to republish the Seafly Handbook.

(b) Proposals from J. Fricker to amend the 1984 Rules of Measurement and Construction in relation to bottom boards, stepping of the mast, bilge rubbers and rudder blade thickness.

(c) Proposal from C. May to define curved carlins.

3. Sheppey Island Race

This race around the Isle of Sheppey in Kent takes place on 8th September. Last year eleven Seaflyers from four clubs competed in this 30–40 mile event and acquitted themselves well. Only Tasars, Ospreys, Lasers and GP 14s had more entries in the dinghy classes. This year, as a 50th Birthday celebration, Sheppey Y.C. is hoping to charter a vintage paddle steamer, the Kingswear Castle, to accompany the race and provide a spectators' platform.

Further information can be obtained from the Commodore, Mr. T. T. Rothwell, Sheppey Y.C., c/o 7 Old Trafford Close, Allington Way, Maidstone, Kent, ME16 0HT; or from Brian Howe at Seasalter S.C., telephone 0622 59685.

4. Welcome Letters

I have received two welcome letters from "detached" Seafly owners. Kenneth Buck, owner of C399, lives in Dyfed and although not able to sail as often as he would wish, his "admiration for this class of boat remains undiminished".

S. R. Martin races C441 at Coldham Hall S.C. on the Norfolk Broads among a motley fleet of Wayfarers, half-deckers, Enterprises, an Albacore, some Norfolk One-Designs, Mirrors, Herons, etc. He comments that because of the restricted waterways, pointing ability is essential and with the frequent tacking many extras are omitted for simplicity and speed. Spinnakers are seldom seen and mainsheet travellers and barber haulers have to be constantly adjusted, or forgotten. Heavy boats can carry their way through windless patches of water but the "comparatively light" Seafly can respond quickly to the next breeze. He finds the comfort and stability of the Seafly a great asset on the long distance races and cruises in the Club's programme.

It is very nice to hear from such keen Seafly owners and I would welcome contact with others "out there" who do not sail in established fleets.

I noted at the Starcross Open Meeting recently that many visiting boats were using "Super Spars" with short spreaders placed higher up the mast which is also sleeved at its lower end to stiffen the mast in order to obtain very high rig tension readings.

If such tensions are to be imposed then the hull must be stiffened accordingly. This aim will not require too much modification to a hull which will outclass any boat.

In order to brace the hull apart a curved beam at the aft end of the foredeck and forward buoyancy tank would need to be introduced into the building of Seaflys.

BLAKENEY OPEN MEETING

Only two visiting boats made the long trip to Blakeney. The weather was chilly with a brisk force 3-4 wind blowing. The first race was hotly contested up the first beat with the lead changing several times between David Scovell and Roy Perryman, but at the windward mark Adrian Summers and Norman Hack had just taken the lead with Roy Perryman hot on their tail. Then with a long broad reach turning into a run it was Roy who finally pulled through to first place, closely followed by David with Adrian dropping back to third and with an extremely short beat back to the finish the race ended in that order.

The next race was sailed with the same course, but two rounds, again Adrian led at the first mark this time with a more convincing lead which he held until the finish. Roy came second with David third.

The final race on Sunday saw an increase in wind strength with a strong force 4-5.

At the windward mark Adrian had again established a good lead with this time Brian Blogg and Roy fighting it out for second place. By the finish it was Adrian first with Roy second and Brian third.

Final Placings:

1st Adrian Summers and Norman Jack

2nd Roy Perry and A. Crew

3rd David Scovell and Mike Hartnell

STARCROSS OPEN MEETING

13th-14th July

Welcome to Starcross they said! But the weather on Saturday morning was far from welcoming with a thick mist rolling in from the sea covering the Exe Estuary with a cold shroud. However, by the first start at 1.30 a light southerly breeze and a warming sun had driven off most of the mist so that the twenty-five starters could pack away their radar reflectors and had some idea how to find the windward mark. Eight visiting boats made the trip to the South West; two from Worthing and six from Highcliffe, all eager to see if the stories of the invincible Carol Lanham were true. On Saturday they were not to be disappointed as Carol's transom disappeared embarrassingly quickly for most people, into the distance. Adrian Summers (Highcliffe), so quick in most company could only follow into second place, no doubt blaming the vagaries of low water sailing at Starcross. Third across the line was John Lloyd (Starcross) while two Highcliffe boats, Marcus Melephany and David Hughes filled the next two places. No doubt Adrian thought that the second race, with more water and less tide would help him to beat Carol, but no—he forgot the ace up the sleeve kept by all local winners—no wind. As the day wore on, the light breeze lightened and finally decided to stop altogether. Add to this a steady downpour of West Country rain and we had all the ingredients of a great day out. Still, it was Carol Lanham once again who sailed drifted round the shortened course of one round and a beat to finish first, leaving the perplexed Adrian to be content with a second. Now he knows how the Starcross fleet feel! Highcliffe boats were well to the fore at the finish with Peter Jones third and Ian Mansfield fifth split by Alan Brook (Starcross). A number of crews decided that sitting in a boat which was slowly filling with rainwater was not their idea of fun, went back to the Clubhouse. Those who persevered sailed a novel last leg laughingly called a beat. The trick was to line up your boat at

the penultimate mark, with the finish gate and try to drift through it, allowing of course for outside influences such as odd currents and seaweed. A bit like very slow long distance bowling. Some aimed straight; some missed and drifted on out to sea. One boat actually hit the finish mark only to drift on past helplessly to be collected by the rescue boat with the others and towed back home. I am sure someone must have enjoyed that race. No accounting for taste!

Fortunately Sunday's races were also sailed late which was probably a good thing for some, who looked decidedly jaded after the Jazz Band night. This time the order to the weatherman had not been muddled up and a brisk north westerly with blue sky and bright sun, soon dimmed yesterday's memory. The stronger breeze seemed to suit different crews as Alan Brook led the way followed by most of the Highcliffe boats. However, disaster struck at the leeward mark when Alan found that the course had washed off his hand and he didn't know which way to round it. Left or right? Port or starboard? Alan took the compromise decision and clobbered the mark losing his first place to Marcus Melephony and eventually to Adrian Summers, who now seemed to accept his second placings with reticence. In a close finish for third spot, Alan Brook pushed Carol Lanham to fourth place (which later proved to have cost Carol the meeting) followed by Peter Jones. This race was marred by a violent "coming together" of two Starcross boats on a port/starboard with somewhat massive damage to both. Sorry everyone, insurance premiums up next year.

Race four was sailed "back to back" and before the start, another little Starcross extra steamed into view; two G.W.R. steam locos, steaming flat out along the seawall pulling a Pullman train. Such nostalgia.

This time it was Marcus who flew off the line into a commanding lead on the beat but at last Adrian had sussed out the river and shook off his type case "second place man" to finish first, with the unfortunate Marcus eventually having to retire. Second was John Rowe (Starcross) followed by a real old ding dong for third place right up to the line with Ian Mansfield (Highcliffe), Colin Tucker (Starcross) and John Maltby (Starcross) Carol Lanham having made a bad start followed the apparent ancient Starcross custom of marking hitting—and retired.

When everyone was back on shore and the points were added, Adrian came out on top with $4\frac{1}{2}$ points to Carol's $5\frac{1}{2}$. Third was Alan Brook and fourth Peter Jones with some consistent sailing. John Rowe was fifth with David Hughes sixth.

The trophy was presented to Adrian Summers by the Commodore and his wife, Peter and Sylvia Coyle, who are also recent Seafly converts. Also presented was the Bernard Phillips Trophy, a magnificent 18 in. replica of a Seafly in wood and stainless steel. The Trophy, new this year is presented to the highest placed home boat at the Starcross Open and was handed to Carol Lanham by Pat Phillips.

SEASALTER SAILING CLUB

The Seafly fleet at Seasalter has increased just a little recently, we now have six boats on the beach, unfortunately, usually only two or may be three on the water, mainly due to crew availability problems. However, it is good to see Fred Williams and Ivan James back in the Seaflys and we hope Bob Risbridger will soon join us, when he has finished rebuilding number 506.

Seasalter Open . . .

As in previous years the "Seafly Open" will be combined with a Dinghy Open, 14th and 15th September 1985, with one race on the Saturday, start 11.30 a.m. and two on the Sunday 12.15 p.m., first race. For those who have not been before we have plenty of "good" camping ground available, opposite the Clubhouse. I emphasize the "good", as during last winter we removed most of the moguls and since then one of our club members—Alf Merrall, has cut the grass so well that it now looks more like the Centre Court. So if you don't want to sail bring a racquet!

Whatever you decide you can be sure of a warm welcome at Seasalter, so do come along!

BRIAN HOWE,

Seafly 507 *Whow!*

HIGHCLIFFE OPEN

Gales forecast for the weekend of the 22nd/23rd June deterred all but the hardiest visitors to Highcliffe and the Club welcomed the bravery of those who made the journey. They included Peter Bailey, Dave Scovell and Mike Hartnell from Worthing, the Howes from Seasalter and Dave and Carol Cotgrove from Starcross.

Eventually, Brit Hand, the Race Officer was able to start two races on the Sunday in a moderate south westerly breeze, but with a lumpy sea in Christchurch Bay.

In the first race Adrian Summers showed first from the pin end of the line, but Marcus Melanaphy was also proving that his boat does not lack speed. David Scovell sailing his father's boat seemed to be looking for the scenic route again. After a close duel with Colin May sailing with John McPherson in *Resolution*, it was Adrian at the first mark from Colin with David and Marcus close behind and this also proved to be the order by the finish.

The pin was again favoured for the start of the second race and there was some excitement as the fleet went away on the starboard tack in a tightly packed mass. Brian Howe and David Hughes made an early showing out of the scrum. Those looking for clear air were forced to look elsewhere and Colin May was seen reaching across the rear of the fleet muttering into his beard. The order at the first mark gave the overall result of the meeting with Adrian Summers and Nigel Hack in 404 taking it from Colin May and John McPherson with David Scovell in third place.

SEAFLY DINGHY CLASS ASSOCIATION

NOTIFICATION OF 1985 ANNUAL GENERAL MEETING

The 1985 Annual General Meeting of the Seafly Dinghy Class Association will be held at 8.00 p.m. on Wednesday, 21st August 1985, at Worthing Yacht Club, Marine Walk, Eirene Road, Worthing, West Sussex.

AGENDA

1. Apologies for absence.
2. Minutes of the 1984 Annual General Meeting.
3. Chairman's Report.
4. Secretary's Report.
5. Treasurer's Report.
6. Election of Officers and Committee.
7. Propositions:-
 - 7.1. Proposed by the Committee that the following amendments should be made to the Handbook.
 - a) The Constitution (Page 1)

Para 4(ii) Amend to read: 'The amounts of the annual subscription shall be agreed by members at a General Meeting and shall remain in force until changed by members at a subsequent General Meeting.'

Para 6(i) & (ii) Delete 'of £1.00' in each case.

Insert new para 6(iii) as follows: 'The amounts of the fees shall be agreed by members at a General Meeting and shall remain in force until changed by members at a subsequent General Meeting.'

Para 7(i) Third sentence. Insert 'posted' after 'thereof' (twice).

Para 13(iii) Amend to read: 'The Committee shall meet at the discretion of the Chairman or Secretary, or at the request of any Committee member.'
 - b) Trophies (Page 9)

Add: 'The Brixham Yacht Club Trophy presented by Brixham Y.C.
The Amazing Crew Cup presented by C.May Esq.
The Moore Trophy presented for the first owner-helmsman.'
(The lists of past winners will be brought up to date.)
 - c) Rules of Measurement & Construction (Page 11)

To be replaced by the revised Rules agreed in 1984.

d) Class Racing Rules (Page 18)

Para 2 Fifth line. Amend to read: '...payment of a registration fee.'

Seventh line. Amend to read: '...payment of a re-registration fee. (See para 6 of the Constitution.)'

Para 5 Delete.

Para 7 Delete.

Re-number paras 6,8,9 & 10 as Paras 5,6,7 & 8.

e) Procedures for obtaining a Class Certificate (Page 19)

Para 1 New Boat. Amend end of first sentence to read: '...in accordance with the Rules of Measurement & Construction.'

Amend second sentence to read: 'The Measurement form should be forwarded to the Class Secretary with the registration fee.'

Add a final sentence: 'The Sail Measurement Certificate should be retained by the owner of the sails.'

Para 2 Re-registering. Line 5. Delete 'of £1.00'.

Para 3 Delete 'N.B.'

Add at end: '(Rule 7.8.4. of the Rules of Measurement & Construction.)'

Add new para 4: 'The amounts of the fees shall be agreed by members at a General Meeting and shall remain in force until changed by members at a subsequent General Meeting.'

7.2. Proposed by J.H.Fricker, seconded by E.C.Spicer, that the following amendments should be made to the Rules of Measurement & Construction.

a) Bottom Boards - Wooden Boat (page 8)

Insert new Rule 7.10.2. : 'Alternatively bottom boards may consist of plywood panels of 4mm thickness.'

b) Bilge Rubbers (Page 10)

Rule 7.16.3. Fourth line. Amend 'length' to 'width'.

Rule 7.16.4. Add a second sentence: 'The bilge rubber may be extended to the transom.'

c) Rudder Blade (Page 11)

Rule 10.4 Second line. Amend '26mm' to '35mm'.

d) Mast Step (Page 9)

Rule 7.14.1. Amend to '7.14.1.1.'

Insert new Rule 7.14.1.2. : 'Alternatively the mast may be stepped on the centreboard capping when the capping is carried forward to suit.'

Rule 7.14.2. Amend to '7.14.2.1.'

Insert new Rule 7.14.2.2. : 'With the mast stepped on the centreboard capping (Rule 7.14.1.2.) the distance from the top of the mast step to the outside of the hull including the protective bands shall be 276mm ± 13mm.'

e) Mast (Page 12)

Rule 12.2. Add at end: 'or 5061mm ± 13mm when the mast is stepped on the centreboard capping (see Rule 7.14.1.2.)'.

Rule 12.3. Add at end: 'or 5032mm ± 50 mm when the mast is stepped on the centreboard capping.'

Rule 12.4. Add at end: 'or 5182mm when the mast is stepped on the centreboard capping.'

Rule 12.5. Add at end: 'or 2782 mm when the mast is stepped on the centreboard capping.'

PLEASE BRING THIS AGENDA WITH YOU TO THE AGM.

PROXY FORM

Members are reminded that they may nominate another member, or the Chairman, in writing to exercise a proxy vote for or against any of the motions proposed at Items 7.1. and 7.2.

I nominate.....to vote FOR/AGAINST the motion at Item 7.1.a.
 FOR/AGAINST the motion at Item 7.1.b.
 FOR/AGAINST the motion at Item 7.1.c.
 FOR/AGAINST the motion at Item 7.1.d.
 FOR/AGAINST the motion at Item 7.1.e.

FOR/AGAINST the motion at Item 7.2.a.
 FOR/AGAINST the motion at Item 7.2.b.
 FOR/AGAINST the motion at Item 7.2.c.
 FOR/AGAINST the motion at Item 7.2.d.
 FOR/AGAINST the motion at Item 7.2.e.

Signed.....(Name in Block Capitals.....)

Boat No.....Date..... SEND TO SECRETARY BY 15 AUGUST AT:
10, Higher Warren Rd, Kingsbridge, Devon.