



SEAFLY NEWSLETTER

JULY 1986

Editorial

With the Championships now rapidly approaching, everyone's thoughts will no doubt be turning to the trials and tribulations of organising a family holiday—did we mend the holes in the tent/airbeds?—who's going to look after the dog/cat/budgie/gold fish/tortoise?—where the hell are all the sleeping bags?—how are we going to get it all in the car?—plus seeing to all the things you should have done on the boat but haven't! If it doesn't drive you raving mad, I hope to see as many of you as possible at Seasalter.

Apart from the five or so clubs who regularly sail in class fleets we hear very little from Association members or Seafly sailors from other clubs. We would be very pleased to hear from any Seafly owners who sail in handicap fleets or purely for pleasure. Please get in touch and let us know of your activities, your club, the type of water you sail on, and anything else of interest. Let us know of Open Meetings or other competitions your clubs are running—it could generate some interest and you might find you're not on your own for a while.

BARRY THOMAS.

NOTES FROM THE SECRETARY

ALAN GREEN, "South Cones," 10 Higher Warren Road, Kingsbridge, Devon, TQ7 1LG.
(Telephone: Kingsbridge (0548) 2972)

1. 1986 National Championships

Entry forms for the National Championships at Seasalter S.C. from 17th to 22nd August were sent out with the last Newsletter. In case you have mislaid yours or did not receive one, they can be obtained from the Fleet Captain, Bob Risbridger, telephone no. Sittingbourne 77032. The entry fee is £35, no increase on last year, and Seasalter S.C. are hoping for an entry of at least 20 boats. Although the host fleet is only small in numbers they are making great efforts to get everyone on the water and it is to be hoped that the rest of the Class will respond with a good entry. There are camping and caravan facilities at the Club (contact Brian Howe on Maidstone 59685 for details) and car parking is free. If you have not already sent off your entry form please do so today.

Class membership cards, boat and sail measurement certificates will be required for inspection and the Seafly Committee may check some sail measurements. I look forward to seeing you all at Seasalter, which will be my final fling at the Nationals after nearly 20 years.

2. Annual General Meeting

The AGM will be held at Seasalter S.C. on Wednesday, 20th August, at 20.00 hours. An agenda is enclosed with this Newsletter; please bring it with you to the meeting.

Proposals are likely to include an increase in subscriptions deleting the mainsail luff and foot measurements from the Rules of Measurement & Construction and Sail Measurement Form, and the definition of curved carlins in the Rules.

3. Open Meetings

Reports will be found elsewhere of the Opens at Blakeney and Starcross, where there was the biggest fleet seen at an Open for some years. I was very pleased to meet a new member, Vaughan Snook from Poole, and hope we shall see him regularly around the Seafly circuit.

Open Meetings to come are:

- 20/21 September — Worthing Y.C. First race Sat. 11.00 (Practice)
- 5 October — South Cerney S.C.

4. 25th Anniversary

The 25th Anniversary of the S.D.C.A. (the inaugural meeting was held on 18th November, 1961) was celebrated at Highcliffe S.C. during the Open Meeting on 26th July. The ladies of the Highcliffe Seafleet fleet provided a buffet and anniversary cake, while the sailors cooked a barbecue, and a very convivial and pleasant evening was enjoyed by all those present. The Open Meeting was won by someone from another class in a borrowed boat, as at Starcross. The man everyone was talking about, however, was Alan Brook who was only just beaten into second place overall to repeat his performance at the Starcross Open, in one of the oldest boats around.

5. Sheppey Island Race

This takes place on 7th September and is a race round Sheppey Island of 30 to 40 miles. There are separate starts for dinghies, sailboards and multihulls and the entry fee is £5 before 31st August, £7 thereafter. Further details from M. D. Cowham (Hon Treasurer), Tel.: Day 0795 667551; Evening 0795 842051. Two years ago we had a good Seafly turnout; so why not give it a go again.

6. Subscriptions

Some subscriptions are still due for 1986—Full £5, Associate £2. If you haven't yet paid up please send your subscription to the Treasurer, Eddie Spicer, at West Yalland, North Tawton, Okehampton, Devon, EX20 2AB. We need your money to support the Seafly Association's activities.

7. Second-hand boats

I often receive enquiries from new or existing members for second-hand boats. If you have a boat for sale please let me know so that I can have something to offer.

FOR SALE — A one-week-old Banks Spinaker—available after the Nationals. Apply to Colin May.

NEWS FROM HIGHCLIFFE S.C.

The improvement in the weather over the early part of the season has tempted more Seaflyers out on to the water, and the Spring Points series was well contested by a dozen or so entries.

Overall honours went to Colin May, with Ian Mansfield 2nd and Ron Cockwell 3rd. "How does Colin do it without a boat?" I hear you all cry! It's absolutely amazing what can be done in a large welly boot with Seafly rig! Actually he borrowed Ian's boat while he was away, so the same boat had 1st and 2nd places.

June didn't bring much in the way of class racing but some handicap racing and a cruising weekend over to Studland with an overnight stop was enjoyed by many as a change.

Highcliffe hosted the 1986 Wayfarer National Championships a few weeks ago and had some current and ex-Seafly sailors among the helms. Ian Mansfield, Colin May and Dave Black all participated but refuse to let me publish their results. However, it was a good week for most of the 40 or so entries.

Ex-Seaflyer's Adrian Summers and Norman Hack popped off to Holland last month for the Hornet Worlds and managed a creditable 8th place in their first season, particularly as Adrian had only finished building it a few weeks before. I'm hoping he will be able to give us an account of his experiences in his new class for our next Newsletter. It should be interesting.

The Seafly 25th Anniversary Open at Highcliffe was a great success, and very much enjoyed by the 20 helms, crews and families taking part. Perhaps some would have preferred the winds to be lighter, but better than none at all. A separate report of the Open will be found elsewhere in the Newsletter.

BARRY THOMAS

SEAFLY OPEN
HIGHCLIFFE SAILING CLUB

25th Anniversary Year — 1986

Christchurch Bay produced some of its most testing conditions for Highcliffe's Open, held over the weekend of the 26th, 27th July. Following the highly successful Starcross Open four years ago when the Seafly came of age, it was decided to try to give the Silver Jubilee Event at Highcliffe a special flavour. It turned out to be salty.

A good fleet of 20 boats were entered on the Saturday morning and it was good to see old friends from Worthing, Seasalter and Starcross. No Open meeting is really complete without Alan Green and his smiling face was especially welcome even though he had read the weather and left his boat at home. There was a total of eight visitors who were all found accommodation with club members or friends even if it was only the floor of Adrian's workshop. Highcliffe were putting out 12 boats by dint of bringing in ringers from the 505 and Laser fleets.

A moderate to fresh S.W. breeze made for brisk conditions on the line for the start of the first race although the Olympic 470 trialists who were started first, demonstrated the best place on it and the favoured first tack. Early to show were Alan Brooke from Starcross, closely followed by Adrian Summers, fresh from his triumph at the Hornet Worlds and Ivan Phillips in John McPherson's "Resolution". These three led down the reach from the first mark, pursued by Gary Langdown in 101 and the Mansfields in "The Admiral".

When the fleet leaders encountered the ODM for the second time, the Race Officer's very clear instructions at the briefing, were clearly forgotten. Only Ivan had been listening and maintained his course for the wing mark, positioned some distance to leeward and this put him in an unassailable position. At the finish he took the gun from Gary Langdown with Ian Mansfield sneaking in from a landward tack taking 3rd and Adrian recovering to 4th.

After a wet lunch in the Bay the breeze stiffened somewhat to make it close to survival conditions for the light and inexperienced crews. The more sensible went back to the Clubhouse for lunch. Alan Brooke, who had got too far ahead in the first race and retired, demonstrated his heavy weather form to better effect to lead the second race from Ivan at an early stage. The Auxiliary Coastguard crew, attending the Olympic fleet, found some trade among the Seaflyies, which made them happy. Gary Langdown and Adrian Summers were 3rd and 4th with the Mansfields, working hard to make up for lack of weight, hanging on for 5th.

Surprisingly, gear failure and damage were minimal. Marcus had broken his toe straps as usual and Ivan's crew, Adrian Dwyer had managed to head butt a large hole through the foredeck of John McPherson's boat with his head. John looked very thoughtful as he towed the boat home that evening.

It was a bruised looking fleet that assembled in the evening for the Jubilee celebrations. A bright setting sun flashed on the wavetops in Christchurch Harbour making a good picture through the Clubhouse windows. The barbecue chefs found the best position to windward of the flames. Fizzy wine and Anniversary cake were taken to the accompaniment of strumming guitars making a melodic counterpoint to the note of the rigging in the dinghy park. All served to dull the pain in readiness for the Sunday racing.

Sunday dawned, fresh but dull although, in spite of the forecast, the promised gale was not evident. The fleet streamed off in the wake of the 470's showing again, that the shoreward, port tack was favourite in the flood tide. Ivan, who went for the port tack start, established an early, commanding lead followed by a contingent of visitors. Alan and the Lloyd brothers from Starcross contested for second place with Mike Hartnell from Worthing. Ian and Louise Mansfield were holding their own in the heavy windward work but edged through to third behind Alan by the end of the run with some smart spinnaker handling on the broad reaches. The drop at the end of the run proved decisive in the battle for second place as "The Admiral" nosed round the wing mark for a windward edge on, what proved to be, the last beat. With Ivan 100 yards in front, Alan found himself well covered and having to content himself with 3rd to compensate for the loss of a chance for overall honours.

With the Open Winner already taking a hot shower, the last race to decide the remaining order, had the closest racing of the weekend. Alan Brooke took an early lead but at the windward mark a group of seven including Peter Jones, just finding out how his new mast worked, with the Mansfields, Adrian and Gary and the Lloyd brothers together with Colin May sailing Ron Cockwell's brand new boat, were all within 20 yards. The first, two sail, reach was hotly contested and there was some place changes in the surging and luffing. All gybed well but the first to set their kites powered off down the broad reach. Pure muscle told and Alan had taken the edge from Adrian at the wing mark. During the sausage, the final order looked set but as they turned onto the wind for the last time that weekend, Adrian began to steal an advantage in the tacking duel to cross in front within 100 yards of the line. Peter Jones sailed a good race to take third with the Mansfields just holding off Gary in 4th and 5th.

At the prize giving, Ivan Phillips took the winner's trophy, Alan Brooke was runner-up and Adrian Summers, third.

Conditions had favoured the hard bitten and brine pickled sailors who were well experienced with fresh weather in the open bay. Visiting helmsmen from other clubs and classes could be expected to cope with it. For the inexperienced, getting to the start required determination and it was especially welcome to see some of the Highcliffe novices testing the water. Notable among them were Rob and Debs Odling, Paul Taylor in his "Yellow Peril" and although not strictly a novice, Raff, sailing with Don Stoye in "Redstart".

See you all at the Nationals, Seasalter, Kent, 17th August.

SEAFLY OPEN MEET BLAKENEY NORFOLK

The Blakeney Open consisted of three races one held Saturday evening and two races early Sunday morning. Only four boats entered, two from Blakeney itself plus David and Christine Hughes from Christchurch. Worthing were represented by Mike Hartnell and Mike Machin in Seafly 621.

The first race was held at seven o'clock Saturday evening in light airs and a long paddle and tow down the creek was required before we were able to sail down to the start line. After a bad start by 621 we managed to take the lead and were on the last leg when the wind dropped completely and we with the rest of the entrants started to go backwards on the ebb tide. At this point we threw in the towel and abandoned the race, having to be towed back to the club hut by the safety boat.

The next day was an early start with the weather forecast not promising much in the way of wind however upon reaching Blakeney it was blowing force 4 to 5 which promised some exhilarating sailing. We were able to reach the start line by sailing down the creek, however we had to stop and get out of the boat in the middle of the harbour, a strange experience, to disentangle the jib from the forestay. One of the problems of Blakeney is determining where the course is; they give you a map of the harbour, as the marks are hidden by moored boats and you only find out where the course is when you arrive at the committee boat. This makes for a very interesting first lap.

The first race got away promptly at 0720 and we in 621 had a bad start which probably wasn't such a bad thing as it gave us some chance to find where the marks were. After the poor start we were able to overhaul two boats and were gaining on the third, Roy Perryman and Ken Lee in 623, but were unable to catch them before the end of a one lap race. The second race was around the same course and initially was to be of three laps but this was shortened to two laps during the race because the tide had begun to ebb causing much of the course to become shallow. This time 621 got off to a very good start but still not as good as the Blakeney boat helmed by Roy Perryman who had won the first race of the day and led all the way round in the second race. Competition for second place was very keen between the other three boats during the first lap but 621 was able to draw away from the Hughes on the beat to windward on the second lap. The other Blakeney boat retiring after running aground. We were unable to catch Roy Perryman and Ken Lee first, with us second and the David and Christine Hughes third; this also being the final result of the meeting.

By 11:30 the racing was over and the boats packed and we were on our way back to Worthing. As this was my first time at an open meeting, I found the experience of the whole weekend most enjoyable and the Blakeney Club most friendly. One aspect of the racing I did like was the early start and I think it showed Blakeney Harbour at its best.

MIKE MACHIN

STARCROSS OPEN MEETING

Once again Starcross proved to be a popular venue for an open meeting with a total of twenty seven entries, admittedly boosted by the large local fleet. Visitors arrived from Worthing, Highcliffe and Poole and included last year's winner Adrian Summers in a borrowed boat and competing against his old boat C404 sailed now by Ken and Marie Bartlett. Saturday saw those last hazy days of summer—but no wind. The practice race was a drift and was won by Richard Garry and Phil Rowe in C472. Richard and Phil normally sail a Lark and had borrowed this boat for the weekend and were using their knowledge of the river in the light winds. The first race was much like the practice race; the lightest of breezes and an ever increasing tide which favoured those crews who knew the river. The result was a straight 1st, 2nd, 3rd and 4th for Starcross with Richard Garry/Phil Rowe taking first followed by Ken and Marie Bartlett (C404), John Rowe/Charlie Sandys (C451) and Alan Brook/Paul Kelly (C183). Fifth place was taken by the leading visitor David and Christine Hughes (C638).

Sunday gave every impression of being a repeat of the previous day with tide playing a more important role than wind. The beat to the first mark was more of a drift with log jams at the windward mark. However, with the leading boats away on the reach and the rest flying spinakers up the beat, the faint zephyr began to increase—and increase—and increase, till it must have been nearly a seven! Those who didn't immerse themselves in the briney, took off to all corners of the estuary. Those who happened to be blown roughly in the right direction did quite well. Others ended up in some very strange places. The result of this hour of fun was seventeen retirements and only six finishes. Then the estuary returned to a flat calm as if nothing had happened. When the dust had settled it was Starcross boats once again. In fact the six finishes were all Starcross boats. First Alan Brook/Paul Kelly, second Ken and Marie Bartlett, and third Richard Garry/Phil Rowe. It was these three boats who fought it out for the final race. The wind had died completely away and the race was a repeat of Saturday's, although enough breeze held up for all the fleet to finish. First home again, Richard Garry/Phil Rowe; followed after an exciting last round by Ken and Marie Bartlett and Alan Brook/Paul Kelly. Fourth place was David and Christine Hughes.

After an amazing contrast of conditions the overall results showed local helm Richard Garry crewed by Phil Rowe to be the clear winner. Second was Ken and Marie Bartlett, followed, only one-quarter point behind, by Alan Brook/Paul Kelly. David and Christine Hughes were the best placed visitor in fourth place.

The results were interesting. For years Highcliffe have to a large extent dominated open meetings and yet here we had Starcross boats filling nine of the first ten places. Was it a fluke or have Highcliffe slipped. Time will tell.

NEW BOAT FOR OLD—Continued

The bottom of a Seafly is in four panels. The two front ones are twisted to meet at the bow but the two at the back are flat with little shape to them. The boat was examined carefully and with delight I found that the Fablon adorned panel was the only one with any rot; the others seemed as sound as the day the boat was made. I was saved the job of front panels, which, having talked to those who have done it, I know is a bit tricky. However, both rear panels were to be replaced, and at the same time the specification changed to the new rules passed at the 1985 AGM, i.e. to replace the floorboards with one 4 mm panel and to replace the bilge keels with those of the same profile as GRP boats.

Removal of the old panels should have been easy—after all, the old decks just pulled off in whole sheets. Wrong! The bottom panels were chiselled off in bits not much bigger than a matchbox. The glue—by now eighteen years old, was like rock. Removing the bottom was not difficult—just very hard work. The only tip I can give, be careful of the chine—it is mitred to the bottom at 45° so do not damage it; and be careful not to damage the trailing edge of the front panel, assuming you are not replacing this too. With the exposed frame cleaned up the job of fitting the bottom panels was reasonably easy. Each panel was cut slightly oversize—pinned in place and planed off along the edge at 45° till it dropped in tightly along the chine. "Sticking" was again by courtesy of S.P. epoxy and a few screws and pins in the right places held everything tight while the glue went off.

In retrospect, it really does seem that it was as easy as that but I have no doubt there were a few problems that I have forgotten. Before sealing the outside with epoxy, the new profile bilge keels were fitted. These were from mahogany but do not try to shape them yourself. In five minutes, and using five different bits of expensive-looking machinery, the timber mill cut and shaped the keels for me—at no cost other than the wood itself (about £6). I had set aside a whole weekend to do that job by hand!

At last, the boat was turned over and I could set to work on the cosmetic improvements inside. The new floor was a 4mm sapele faced panel—to match the decks. Before fitting it, I weighed it and compared it with the weight of the old wooden flooring. It was a good 3lb lighter, each side. The rules say that the floor must not be nearer than 50mm to the hog or side tank and with this in mind, the flooring panel was shaped following the contours of the side tank. Where the panel passed over the join between the front and back sections of the bottom, the floor-boarding panel was flared out to the hog and side tank to reinforce the seam. How to fit it? The words of Colin May drifted back to me from the 1985 AGM, where this modification was discussed and finally agreed. Colin was concerned that a panel like this would be difficult to fix to ensure no water could ever get trapped between floor and bottom. He was right. Fixing the board in place, without hundreds of screws, pins and clenched over nails, did seem impossible, but again epoxy and ingenuity to the rescue.

I gave a good coating of epoxy to the underside of the flooring and placed it in position. To hold it firmly in place, and in fact, to curve it into place where necessary, was a headache. In fact, I mainly used a series of props, cut from the old floor strips and hammered into position under any overhead projection available. Under the thwart, under the centreboard capping, under the foredeck. Other hefty lengths of timber were cramped across the boat to support further props. Where all else failed, and nothing could be found above the floor of the boat to hold a prop except the garage ceiling, the flooring was held down with bags of sand! I think it worked; but time will tell if Colin's fears were justified. With the bottom panels in place, new laminated knees were screwed and glued in place and while I was about it, I extended the centre board capping to the king post, where it was tennoned in place, again with epoxy. To reinforce all the joints—around the king post and capping and along the side tanks and transom—I ran a quarter of an inch low density fillet of epoxy. This is a normal mix of 5:1 resin to hardener with a large bulk of microballoons added to form a fairly stiff consistency—like runny icing sugar. The trick is to run this along the joint and before it goes hard, to carefully smooth it off with a round stick to give a neat professional appearance.

In reality the stuff goes everywhere it shouldn't. The instructions warn that you should not get it on your hands—it says nothing about elbows and behind your ears! I tried squeezing it from a makeshift syringe which was a reasonable try, except for the fact that S.P. is

exothermic and quickly heats up when in a confined space. The hotter it gets, the quicker it sets, so goodbye syringe—it set solid. Finally my greatest success was to tip the boat over at 45° so that the epoxy settles in the “V” between floor and side tank etc., but how you do it is up to you. You have been warned! My one and only tip—make the epoxy up thick, runny icing sugar is impossible! Surprisingly, I ended up with quite a neat job.

My thoughts next turned to grip. That which prevents sailing boats sliding about on wet varnish and depositing occupant base over apex. I decided to use sand stuck directly to the bottom boards and to make it look attractive, I devised a cross hatched pattern. Using miles of masking tape, I covered the areas not to be sanded, leaving one and a half inch diagonal strips of bottom board exposed. I first experimented with a small area towards the stern. I had, in the garage, some building sand in plastic bags—yes the same used to weight down the floor. A few diagonal strips of floor were coated with epoxy (what did we do before the days of Mr Epoxy?) and sand sprinkled over. Mistake! Do not use sand which is the slightest bit damp. It set in the glue like the surface of the moon. If your definition of “grip” is something that is rough—then this certainly looked rough. Eventually, I used very fine sand, collected from Exmouth beach, washed and dried in the oven. It went on beautifully. Excess sand was Hoovered off and before the epoxy set, the masking tape peeled away. A perfect finish—apart from the initial five strips of lunar landscape. The only way I could remove these was with a wire brush on a power drill and it nearly burnt out the drill. Good stuff epoxy!

Eventually, the insides and bottom were tidied up and varnished using Blakes Uniloc and the long job of screwing back fittings began. As the weather got warmer and the days longer, so my crew became more impatient, until at last we were back on the water. Certainly the boat feels much stiffer and the floor no longer bounces like a trampoline. It certainly looks like a new boat inside, and can compete for looks with any of the latest boats. Whether the performance is better, only time will tell, but I will no longer have my old patch of Fablon to blame. I wonder what I can rebuild next year. Perhaps if I take out the thwart and centreboard box and . . . ?

DAVID COTGROVE

SEAFLY DINGHY CLASS ASSOCIATION

NOTIFICATION OF THE 1986 ANNUAL GENERAL MEETING

The 1986 Annual General Meeting of the Seafly Dinghy Class Association will be held at 8.00 pm. on Wednesday, 20th August, 1986, at Seasalter Sailing Club, Faversham Road, Seasalter, Whitstable, Kent.

AGENDA

1. Apologies for Absence.
2. Minutes of the 1985 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 increases in subscriptions shall take effect from 1st January, 1987:
 - a) Full Membership subscription increased from £5 to £6.
 - b) Associate Membership subscription increased from £2 to £3.
 - 7.2. Proposed by the Committee that the following amendments should be made to the Rules of Measurement & Construction and Sail Measurement Form:
 - a) Rule 5.5 (Sail Measurement) Add a third sentence: "For this purpose a Seafly Fleet Captain may act as a measurer."
 - b) Rule 16.4(Mainsail) Delete Rules 16.4.4 (luff measurement) and 16.4.5 (foot measurement).
Re-number Rules 16.4.6 to 16.4.15 as 16.4.4 to 16.4.13.
 - c) Sail Measurement Form - Mainsail. Delete measurements D (main luff) and E (main foot). Also delete the first three sub-paragraphs of the Notes on the reverse of the form.
 - 7.3. Insert new Rule 7.15 in the Rules of Measurement & Construction:-
Rule 7.15 Carlin. "The carlin may be of a continuous curved construction. The carlin must originate at the intersection of the topside and the buoyancy bulkhead. The aft edge of the deck shall not be forward of the aft side of the mast."
Re-number Rules 7.15 to 7.18 as 7.16 to 7.19.

Proposed by C.May

Seconded by A.Green.

8. Any other business.

PLEASE BRING THIS AGENDA WITH YOU TO THE AGM.

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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, 7.2 and 7.3.

- 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 7.2.a.
FOR/AGAINST the motions at Item 7.2.b&c.
FOR/AGAINST the motion at Item 7.3.

Signed.....(Name in Block Capitals.....)
Boat No.....Date.....

SEND TO THE SECRETARY BY 14th AUGUST at 10, Higher Warren Road, Kingsbridge, Devon.
