



**SEAFLY NEWSLETTER**

**NOVEMBER 1986**

## SEAFLY NEWSLETTER

OCTOBER 1986

### EDITOR:

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Following the AGM at the Nationals this year there have been a couple of changes in the Committee with old faces being replaced by other old faces.

Dave Cotgrove stands down as Chairman and Barry Thomas as News Letter Editor. After years of dedicated service, our warm thanks go to both for the personal effort they have brought to maintaining the Association.

Another David - Hughes, tackles the post of Chairman and has already discovered that it is no sinecure.

After hiding behind Barry as Deputy, I am at last obliged to expose myself by taking the hot seat. Barry got most of his editions to press by writing the copy himself but I have had a flying start and it is particularly pleasing to include Bill Copeland's account of Seafly sailing in Hertfordshire. Keep it coming!

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### CHAIRMAN:

David Hughes,  
Holly Tree Cottage,  
Crow Hill,  
Ringwood. Tel. 0425-407464

Thank you for asking me to be the Chairman of the Seafly Association which, like any other which is engaged in a keenly competitive sport, can be fiercely controversial. As Chairman, it behoves me to canvass a consensus and I would welcome your views on the Seafly at any time.

One point currently at issue is that of boat weighing. A point has been made that the scrutineering for hull weight at the 1985 Championships, was not done according to the rules required for a Measurement Certificate. These prescribe that the hull be kept in a dry, well ventilated place for two weeks before it is weighed which is impracticable for racing boats in mid-season. Any check procedure instituted for a Championship could only prevent correctors being removed from under-weight boats. It is likely that wet boats on the minimum of 108.9 kg. (240 lb), will be under when weighed according to rule. It seems desirable that rebuilding or removal of correctors should occasion reweighing according to rule. The question of changing the rule is one that would need full discussion during the next year.

It was good to see strongly supported Open Meetings this year and the Nationals at Seasalter was particularly successful with a welcome contingent from South Cerney. We

look forward to seeing you all around the circuit in 1987 and especially at the Nationals at Highcliffe.

SECRETARY:

Alan Green,  
10 Higher Warren,  
Kingsbridge. Tel. 0548-2972

After two tough Championships it was a pleasant change for us veterans to enjoy a week of gentle breezes. As usual, Seasalter hospitality lived up to its reputation and the Galley and the bar gave sterling service. The Race Officer managed to set excellent courses in spite of uncertain wind and it was interesting to see the newer (and lighter) boats doing so well. Nevertheless Alan Brook's champion boat, 183, from Starcross was built 19 years ago which shows what constant tuning and practice can do.

On a personal note, I would like to thank the Association for the lovely picture of the Fleet, painted during my final race. It is a constant reminder of many happy times at Seafly events.

ANNUAL GENERAL MEETING

Some 25 members attended the AGM at Seasalter S.C. The Chairman said that membership was fairly steady but we needed to attract more members to increase income to finance a publicity drive, for which we needed a Publicity Officer. The Secretary reported a steady year with quite a lot of interest at the Dinghy Show. The Treasurer said that there had been a loss on the year, due to the increased cost of the Newsletter and support for several members at representative events.

The Committee elected for 1986/7 is as follows:

Chairman	David Hughes	Highcliffe S.C.
Secretary	Alan Green	Starcross Y.C.
Treasurer	Eddie Spicer	Starcross Y.C.
Newsletter Editor	Ian Mansfield	Highcliffe S.C.
Builder	Colin May	Highcliffe S.C.
Member	David Cotgrove	Starcross Y.C.
Member	B. Howe	Seasalter S.C.
Member	M. Robinson	South Cerney S.C.
Member	M. Hartnell	Worthing Y.C.

Subscriptions

The AGM voted to increase full membership subscriptions from £5 to £6 and associate membership from £2 to £3 as from 1st January 1987.

### Amendments to the Rules of Measurement & Construction

(a) Amendments to delete the foot and luff measurements for the mainsail (Rules 16.4.4 & 16.4.5) from the Rules and Sail measurement form were carried.

(b) A new Rule on the curved carlin was passed:

Rule 7.15 Carlin. "The carlin may be of 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."

A proposal to add another rule which would allow the lower deck height - as in C642 and C645, which were built under a special dispensation - to be perpetuated, had to be refused by the Chairman on the grounds that it should be put to the whole membership. However the AGM approved a dispensation until the next AGM to permit boats to be built with either the original or the lower deck height.

### GRP boats built by South Devon Boatbuilders.

A member raised the problem of C441, built by SDBB in 1973, where one of the measurements at Hull Section 4 was outside tolerance. The Secretary reported that it was evident from committee minutes at the time that there were several such boats and the AGM passed the following proposal:

"GRP boats built by SDBB which do not measure at Hull Section 4, 2286mm forward of aft face of transom - Beam to outside skin at deck level - may nevertheless be given a Measurement Certificate at the discretion of the Secretary."

### Seafly Handbook.

I must apologise to the membership for failing to produce the new Handbook and hope to do so during the coming winter.

### Dolphin Trophy.

Following his 2nd place overall at Worthing, on top of seconds at Starcross and Highcliffe, Alan Brook of Starcross, in C183, is this year's winner of the Dolphin Trophy for the best results in the Open Meeting circuit.

### Endeavour Trophy.

Unfortunately we were unable to take up the invitation to enter either our National Champion or runner-up for the "champion of champions" race at Burnham-on-Crouch as neither Alan Brook or Colin May could make it. Last year Erik Arthur came eighth and it would have been nice to have another good result. However I hope we shall be able to enter one or two boats for the Burnham Icicle on 27/28th December. Any volunteers from those of you at the top of the fleet?

DATES FOR YOUR DIARY

"Burnham Icicle" - - 27th/28th December 1986  
"Bloody Mary", Queen Mary Reservoir - - January 1987  
"Pompey Perisher", Portsmouth - - January 1987  
"Sailboat 87", Crystal Palace - - 7th/8th March 1987  
NATIONAL CHAMPIONSHIPS 1987 HIGHCLIFFE SAILING CLUB - -  
9th/14th August 1987  
NATIONAL CHAMPIONSHIPS 1988 BRIXHAM YACHT CLUB - - August  
1988

FOR SALE

Mahogany centreboard with inlaid brass strip. £30. Alan  
Green, Kingsbridge (0548) 2972.

CLUB NOTES

HIGHCLIFFE

The fine weather of the past month has already softened the memory of the rigours of the season of 86.

After a slow start to the season, Colin May won the Spring Points Series and in the continuing bitter weather, the Mansfields took the Summer Points and the Ewart Craig Trophy.

Ian and Colin tried Wayfarer sailing and borrowed the boats for their Nationals held at Highcliffe this year. The results were too embarrassing and it is sufficient to say that if they were thinking of changing class, neither of them would choose a Wayfarer.

Some new talent has been tempted to try the appeal of the racing scene, in spite of the miserable weather and it has been good to see the Odlings and Paul Taylor in his "Yellow Peril". Adrian Summers showed Paul that his boat has potential by sailing it in the Pursuit Race at the end of the season and bringing her home second, right behind the winning Fireball.

Adrian took 101 to the Round Sheppey Race and in somewhat unfavourable conditions got a creditable 22nd out of some 250 entrants. We hope to make up a fleet to enter next year as we did two years ago.

Although, for one reason or other, Highcliffe have not figured so strongly in the results of the open meeting circuit our boats have attended them all and demonstrate improving strength in depth of racing talent.



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### HERTFORD COUNTY

#### YACHT CLUB

After reading the July Seafly Newsletter requesting news from the Clubs I thought I would respond, so here goes.

Our Club is Hertford County Yacht Club, situated on a disused gravel pit of about 35 acres, near the village of Stanstead Abbots. The site has been landscaped with lawns and flower beds which makes it a very pleasant picnic area for the non-sailing families.

The membership is about 400 and still growing and there is a waiting list to get a dinghy park place.

We have three fleets, Lasers, Toppers and a large Handicap fleet which is split into two, the fast up to 119 P.Y and the slow 120 P.Y upwards which have separate starts. The racing takes place every Sunday and the season is divided into Spring, two Summer and an Autumn plus a Frostbite series for the hardy sailors.

At present there are two Seaflys my own No. 483 and another member's No. 120.

My first Seafly was No. 302 all wood which I built in 1969 and sailed for a while at Shaldon Sailing Club, but travelling from Stevenage Hertfordshire to South Devon every week was too great so we sailed locally for a few years then sold the dinghy to sail Scorpions, which we did up until last year. Now finding the Scorp too twitchy for our later years there was only one class we considered, the Seafly.

Fortunately we found one for sale at Blakeney, an all glass boat but in need of attention. After spending a lot of time refurbishing her with loving care she looks like new, and with a new suit of sails it finished the job.

The arrival of the Seafly at the Club caused a lot of interest as it wasn't known to a lot of Club members, so they were interested to see how competitive it was. They have been very surprised with its performance, especially when it is windy, we are always up at the front of the fleet in most of the racing. So far this year we will have collected a few awards and we still have two series to complete. We have two members looking for good Seaflys to buy, there may be more with a bit of persuasion, so I am hoping I can get a Class going in the future, it won't be for the sake of trying.

Since returning to the Seafly class we have had a lot of satisfaction and pleasure sailing her.

BILL COPELAND

OPEN MEETINGS

WORTHING

This was held in absolutely ideal sailing conditions. The sun shone, the sea was slight, launching was no problem and steady winds only just reaching force 4 at times provided a marvellous weekend's racing with 5-lap Olympic courses providing a lot of spinnaker work. It was great to see Morris and Brita Arthur who called in at the Clubhouse just after the prizegiving.

SOUTH CERNEY

A fleet of 21, including 10 visitors assembled by the lakeside at South Cerney early on Sunday, 5th October for the last Open Meeting of the season. As the Indian Summer sun burnt through the early dawn mist of Autumn, it revealed a blaze of colour on the surrounding trees and the flags on the clubhouse, hanging limp as some of the competitors. However, a gentle South Westerly sprang up just before the start of the first race and this stiffened during the morning, to give a moderate breeze for the afternoon.

The visitors found some problem in dealing with the long grass off the fairways and the best approach was found in short chips with a good sharp iron. Dave Tarrant, crewed by his wife Liz has evidently walked this course many times this season and demonstrated the master's touch within 30 yards of the first start. In spite of a determined pursuit, Colin May could make little impression on him and was left to contest 2nd place with Alan Brook and Barry Thomas. Near the last green, Alan drove into the rough to allow Barry and Jimmy Wren to chip through to take 3rd and 4th.

After lunch and in a refreshing breeze, Dave also won the 2nd race in convincing style from start to finish preceding Alan Brook. Colin May was made to work for his 3rd place by Craig Harris, another local sailor.

Having secured the Trophy, Dave sat on the lakeside with the fishermen for the last race. The start featured some brisk tacking and place changing in a well bunched fleet but half way to the first mark it could be seen that visitors were contesting the first 4 places. Alan started to show at this stage and then continued to consolidate his lead to the finish. This left a battle for 2nd between the Highcliffe boats of Barry Thomas, Ian Mansfield and Colin May in which the former dominated for most of the race. However, just before the finish, Ian managed to position himself on the right side of a flaw in the breeze to slot in between Alan and Barry on the line.

Overall:

1st: 339 Dave & Liz Tarrant	South Cerney S.C.
2nd: 183 Alan Brook & Paul Kelly	Starcross Y.C.
3rd: 646 Colin May & Ron Cockwell	Highcliffe S.C.

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4th: 640 Barry & Keiron Thomas Highcliffe S.C.  
5th: 633 Jimmy Wren & Jane Tarrant South Cerney S.C.  
6th: 40 Craig Harris & Nigel Webb South Cerney S.C.

### 1986 NATIONAL CHAMPIONSHIPS SEASALTER

The Nationals were held this year over The Daze in Whitstable Bay from the 17th to 22nd August. Seasalter Sailing Club is a favourite with families both for its relaxed and friendly hospitality and its facilities for driving tuition. This, together with the flat water sailing expected off the beach at Seasalter attracted a good fleet of 27 boats from 5 clubs. Sadly Blakeney were not represented on the water but it was good to see that strong contingents had travelled from Starcross and South Cerney. With 3 past National Champions and some strong contenders at the meeting, keen competition was expected.

Conditions for the Practice Race on Sunday turned out to be representative of the week. It was hot & sunny with a light and variable North Easterly blowing. This was expected to favour the light crews and inland sailors. In the event, the combination of his hirsute bulk and Ron Cockwell in 646, Ron's brand new boat, was the winner for Colin May. The old superstition about the Practice Race obviously did not worry Colin but other fancied crews, being more prudent and smaller, were able to keep a lower profile.

On Monday morning, the race for the Sussex Salver was sailed in a stiffer breeze. Two boats were foolhardy enough to chance a port tack start to the week. A lift 10 seconds before the gun gave Clive Nicholls in 284 and Ian Mansfield in The Admiral, the start of the Championship as they bore up, leaving the fleet only just able to cross the line on starboard. The Admiral secured a clear lead for the first triangle but as the breeze freshened the heavier crews powered up and she was passed, first by Alasdair McPherson with Chris Arnell then Alan Brook with Paul Kelley in 183. Ian just held off Alan's clubmate, Ken Bartlett who was followed by Colin May and Stan Stubbs.

In the evening the fleet and the camp followers were entertained by the offbeat rhythms of the Seafly Syncopaters. With "Django" Cockwell on lead guitar; Barry ("The Velvet Fog") Thomas lead vocals and banjo; "Fingers" Howe on washboard and Ian Mansfield in a silly hat doing some very strange things to an old tea chest. They were a smash.

Tuesday morning dawned bright and still after a stormy night. A light, onshore breeze filled in for the start of the Lucas Cup. Alasdair McPherson romped into the lead from the start with Alan Brook fighting for a place among a group of Highcliffe boats but at the end he was behind Alasdair and followed by Colin May and the Mansfield's.

The combination of Louise's new sailing ensemble in pastel shades of shocking pink and the appearance of silly Mr Men hats, served to entertain the fleet at the start of



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the Chairmans Cup on Wednesday. The Race Officer postponed for an hour in an uncertain breeze. Alan Brook had to contend with his club mate, Ken Bartlett as well as the Highcliffe boats but he held off Ken to the finish with Colin May and Stan Stubbs close behind. During this race, spectators were amazed to notice that even experienced local sailors may loose their bearings, when Eric Sales climbed his rigging to the cross-trees to get a fix on the leeward mark. The suggestion that he was re-reveing his spinnaker halliard was discounted as being too unlikely.

A light breeze had backed to the West for the Herbert Trophy on Thursday. The fleet betrayed their nervousness at the start and the Race Officer brought them all back for a second go when it was Colin and Stan who made the early showing with Alasdair McPherson, Alan Brook, Marcus Melanaphy, Ken Bartlett and the Mansfields in a tight group behind them. In the light going the early leaders pulled out substantially at one stage but there were big savings for those that could read the shifts up the beat. By the finish, Alan had recovered to pass Stan but he could make little impression on Colin and Alasdair.

The start of the final race for the City of Plymouth Cup was the signal for a breeze to evaporate completely, leaving the fleet wallowing on the tide. As a little South-Westerly filled in, those on the port side of the beat moved off, among them being Colin May, Ken Bartlett and the Hughes. As the air repeatedly freshened and died during the race the fleet bunched and then spread in constant order in spite of shouts of encouragement from a green canoe stationed at the wing mark. At the end, the winner was Colin from Ken Bartlett followed by the Hughes, the Mansfield's, the Jones's and the Thomas's proving that the Seafly is also a family boat.

Final placings were subject to the protest lodged by Alan Brook against Alasdair McPherson after the last race. The Protest Committee upheld the protest and imposed a one and half point penalty on Alasdair who elected to retire from the series. In the event the Championship went to Alan Brook and Paul Kelly from Starcross Yacht Club with everyone else moving up one place in the results table.

The week was memorable for keen competition over good courses, unsurpassed hospitality and some of the best weather of the summer of '86. We expect Highcliffe to do as well for '87.

# SEAFLY NATIONAL CHAMPIONSHIPS - 1986

Held at Seasalter S.C. 17 to 22 August

Over- all Posn.	Boat No.	Helmsman	Club	Prtce Race Brixham YC Ty	Race 1 Sussex Salver	Race 2 Lucas Cup	Race 3 Chairmans Cup	Race 4 Herbert Trophy	Race 5 City of Poin Plymth Cup	Overa. Poin
1	183	A. Brook	Starcross YC	8	$\frac{3}{4}$	$\frac{3}{4}$	$\frac{3}{4}$	2	8	4 $\frac{1}{2}$
2	646	C. May	Highcliffe SC	1	4	2	3	$\frac{3}{4}$	$\frac{3}{4}$	6 $\frac{1}{2}$
3	404	K. Bartlett	Starcross YC	3	3	6	2	4	2	11
4	642	I. Mansfield	Highcliffe SC	7	2	3	5	5	4	14
5	638	D. Hughes	"	13	19	5	7	6	3	21
6	645	S. Stubbs	"	10	5	28Ret	4	3	14	26
7	624	P. Jones	"	19	11	11	13	7	5	34
8	639	T. Legood	Starcross YC	4	9	7	11	8	12	35
9	339	D. Tarrant	Sth Cerney SC	9	12	9	8	9	15	38
10	506	J. Furlong	Seasalter SC	5	8	8	12	20	10	38
11	621	M. Hartnell	Worthing YC	21	14	10	9	11	11	41
12	644	M. Melanaphy	Highcliffe SC	DNS	6	4	28Ret	28Ret	7	45
13	633	J. Wren	Sth Cerney SC	DNS	21	13	6	12	16	47
14	640	B. Thomas	Highcliffe SC	6	16	12	14	18	6	48
15	250	D. Cotgrove	Starcross YC	Ret	10	14	29Dsqr	14	13	51
16	392	P. Scovell	Worthing YC	2	7	30DNS	10	29Dsqr	9	55
17	119	R. Mugridge	"	11	13	17	15	13	17	58
18	470	E. Sales	Seasalter SC	12	18	15	17	10	28Ret	60
19	284	C. Nicholls	"	14	15	20	21	16	18	69
20	69	T. Hoyle	Highcliffe SC	20	22	18	16	17	20	71
21	376	A. Green	Starcross YC	15	17	21	19	15	21	72
22	281	M. Robinson	Sth Cerney SC	18	24	16	18	28Ret	22	80
23	207	R. Howard	Worthing YC	16	20	19	23	19	23	81
24	507	B. Howe	Seasalter SC	17	23	22	20	21	19	82
25	231	A. Izzard	Fishers Green	22	25	30DNS	22	22	24	93
26	441	A. Hayford	Worthing YC	DNS	28Ret	30DNS	24	23	25	100
27	636	A. McPherson	Highcliffe SC	Ret	28Ret	28Ret	28Ret	28Ret	26Ret	-

Entries Highcliffe SC 9  
 Starcross YC 5  
 Worthing YC 5  
 Seasalter SC 4  
 South Cerney SC 3  
 Fishers Green SC 1  
27

Canberra Trophy Highcliffe SC.  
Amazing Crew Trophy Paul Kelley.