

OCT 84



From the Joint Editors.

As David Cotgrove said in his preface to the last newsletter, communications with Seafly sailors has been somewhat limited of late and it is hoped that the August newsletter reached most of you to put you in touch with the current scene.

We still need your contributions: reports, articles, letters, gear for sale, etc. Without it we cannot function. As you will see from this issue, contributions have been somewhat limited, but Rome wasn't built in a day. Like the schoolteacher says "must try harder".

Included in this issue are a report on the Nationals, the Worthing Open, the Round Sheppey race, a couple of articles by your talented editors, and most important of all, a form for you all to fill in and post, together with the extremely modest sum of £4.00 to our poverty stricken Treasurer:

EDDIE SPICER, 42 Upper Longlands, Dawlish, Devon DX7 9D7

Due to the expense of printing the newsletter, future editions will be forwarded only to paid up full or associate members. Please help us to make the Association flourish.

Winter is a time of limited activity on the sailing scene—try putting some of your thoughts, experiences or complaints on paper in your spare time and send them off for inclusion in the Spring Newsletter.

We hope you had a Happy Christmas and a Prosperous race winning, pleasant Seaflying New Year to you all. Don't forget, let's have many more Seafly's out next season. Big Brother is Watching You!

BARRY THOMAS

## NOTES FROM THE SECRETARY

### 1. Change of Secretary

Will members please note that the Secretary is now: ALAN GREEN, "South Cones", 10 Higher Warren Road, Kingsbridge, Devon, TQ7 1LG. Telephone Kingsbridge 2972.

### 2. Open Meetings 1984

The following dates have so far been arranged:

19/20 May—Blakeney S.C.

23/24th June—Highcliffe S.C.

14/15th July—Seasalter S.C.

15/16th September—Worthing Y.C.

The dates for Highcliffe S.C. and South Cerney S.C. are awaited.

### **3. 1984 National Championships**

Brixham Y.C. have agreed to host the 1984 National Championships during the week commencing Sunday, 29th July, 1984. The event will be shared with the single-handed Solo class. The entry fee will be £30 and the preliminary notice and entry form can be obtained from Brixham Yacht Club, Overgang, Brixham.

This is a new venue for the Seafly Class and replaces the traditional Plymouth spot in the Seafly calendar when the Nationals are held in the West Country. A number of people expressed reservations about Plymouth from the point of view of camping facilities and lack of family amenities and it is hoped that Brixham will be a more popular choice.

The club is situated in Brixham harbour and racing will take place over Olympic courses out in Torbay, which is sheltered from all directions except east and south-east. It is hoped that the local council will make available part of a large car park a short distance from the clubhouse where there is access to the water down a ramp and the club hope to be able to organise assistance with launching trolleys. There should also be enough room to park cars in the same park at a weekly season ticket rate.

The clubhouse looks out across Brixham harbour to Torbay beyond so that races can be followed by those on shore. There are good bar and catering facilities. Changing accommodation is unfortunately rather limited but the Club has in the past successfully run a Fireball Nationals with 200 boats.

Brixham is an excellent holiday centre with plenty of hotel and boarding house accommodation. It is hoped to arrange a suitable nearby campsite where those who want to camp can be together. The surrounding countryside and coastline has much to offer and Dartmoor is not far away. Sailing will take place in the mornings so as to leave the afternoons free; tides are no problem.

As it will be the height of the holiday season and accommodation will be rapidly booked up, those wishing to obtain it are strongly advised to do so quickly. Information can be obtained from the Tourist Information Centre, Old Market House, The Quay, Brixham. Don't leave it until it is too late!

Your Committee and Starcross Y.C. are working closely with Brixham Y.C. on the event, which we hope will be as successful numerically as Plymouth has always been, with the added attraction of better holiday facilities off the water.

### **4. Boat Registration**

A number of boats (seven in fact) which were entered for the Nationals in 1983 do not have Measurement Forms lodged with the Association. These boats must have been measured to obtain a Measurement Certificate which is an essential requirement for entry to the Nationals. In addition some boats have changed hands without the new owner applying for re-registration in his name.

Will all members please check whether they have submitted a measurement form for their boat and that their boat's certificate shows the name of the present owner. If not, please send the measurement form or old certificate to the Secretary, Alan Green, for registration (£2 fee) or re-registration (£1) as appropriate.

### **5. London Dinghy Exhibition**

This annual exhibition takes place at the Crystal Palace, South London, again on 10th/11th March, 1984. The Association has as usual reserved a space and will have a Seafly there, hopefully a new one.

Please make a note of the date in your new 1984 diary and come along to support the Seafly Class and meet old friends and acquaintances. Unlike the Boat Show this exhibition is aimed mainly at the dinghy sailor and apart from exhibits from almost every class you can think of (and some you may never have heard of) there are a number of lectures, films and demonstrations to see. Entry is £1.50 for adults, 50p for children and £1 for your car.

Offers of help to man the stand would be appreciated; names to the secretary, Alan Green, please.

### **6. Small Ships Register**

A Register of small craft under 24 metres in length has been set up and is administered by the R.Y.A. Its main purpose is to provide evidence of British Nationality of the boat when it is taken abroad. Not all countries require such evidence for sailing dinghies and since not many members take their dinghies across the water the register is not really applicable to members of the Association, but anyone who is contemplating going foreign with his Seafly is advised to contact the R.Y.A. at Victoria Way, Woking, Surrey.

THE NATIONALS

The 1983 National Championships were held at Highcliffe during the second week of August. 5 races sailed over Olympic courses in Christchurch Bay. During the week the weathermen provided the sailors with clear skies and winds from every point of the compass, varying in strength from 0 to 5. For families and friends and especially the campers on Stampit Rec. conditions were adjacent to the Club Mediteranee Camp in Corfu or Tenerife (if any of you know it?)

A total of 30 boats were entered from six clubs in the South and South East, ranging from Blakeney in Norfolk, to Stavcross in South Devon.

**1st RACE** The first race was held on Monday 8th August, for the Sussex Salver and was sailed in a steady force 3. The finishing order was established on the first beat with Eric Arthur, (279) from Blakeney leading Alastair Mc Pherson (636) and John Slater (624) both Highcliffe. The next two boats also Highcliffe, were ringers from the Fireball Fleet. Fourth was Ivan Phillips, and fifth Nigel Summers (Adrian's brother) who had startled everyone by winning the Practice Race.

**2nd RACE** The breeze piped up to 5 for the Lucas Cup on Tuesday, providing a stringent test for crews and gear. Monday's winner retired early with a failure, leaving the first 3 places to Highcliffe boats. Again the order was established early, with Alastair Mc Pherson and John Slater 1st and 2nd, hotly pursued by Adrian Summers (430). The first of the visiting boats was Bernard Phillips from Stavross in 451.

**3rd RACE** The Chairman's Cup on Wednesday started in a blustering North East. The Blakeney Boys having screwed the thwart back into their boat overnight came to the line in a somewhat depleted fleet. All the finishers had a cracking race, some crews claiming that their boats took off at the weather mark only to land just in time to make the gybe. The lead changed hands several times during the race but John Slater showed his famous heavy weather form to take the gun at the finish from Eric Arthur and Alastair Mc Pherson.

**4th RACE** As the Championship entered its final stages no clear winner was emerging and the very light Northerly, promised an interesting tussle when the expected sea breeze started to flex it's muscles. The Thursday race, for the Herbert Trophy, promised hope of good results for the lighter crews and the whole fleet came to the line causing Britt Hand, the Race Officer, some misgivings. He was satisfied with the second start, however, and it soon became evident that the windward side of the lay line was favoured on the first beat at the end of which some new faces were showing at the front. Eric Arthur just made it first, second was Ian Mansfield (622) of Highcliffe, with David Hughes and David Scovell of Highcliffe and Worthing respectively, close behind. By the wing mark Mansfield was still pressing Arthur, both having opened up on the rest of the fleet. At this point the Northerly battle with the sea breeze entered its decisive phase, leaving many traps for the unwary. At the finish Eric Arthur retained his lead with Alistair Mc Pherson 2nd, Adrian Summers 3rd and Bernard Phillips of Stavcross 4th.

**5th RACE** The results of the series on the Friday morning left the championship to be decided on the finishing order in the City of Plymouth Cup Race, between the Highcliffe boats of Alastair Mc Pherson and John Slater and Eric Arthur from Blakeney. It was to be decided in light and variable breezes, which at one point were blowing in opposite directions at the gybe and weather marks so that boats were starting the beat with spinnakers set. Alastair Mc Pherson in 636 'Resolution' established an early lead which he held to the finish, beating Eric Arthur in 279, 'Iceni' into second place in the race and overall, on discard. Bernard Phillips was third in this race, with Adrian Summers and Ian Mansfield fourth and fifth.

The complete table of final overall placings appeared in the last newsletter but the first 3 places went respectively to:- Alastair Mc Pherson with Martin James in 636 'Resolution' of Highcliffe; Eric Arthur with Tom, 'The Legs' in 279 'Iceni' of Blakeney; John Slater with Dave Black in 624 'Sioux' of Highcliffe.

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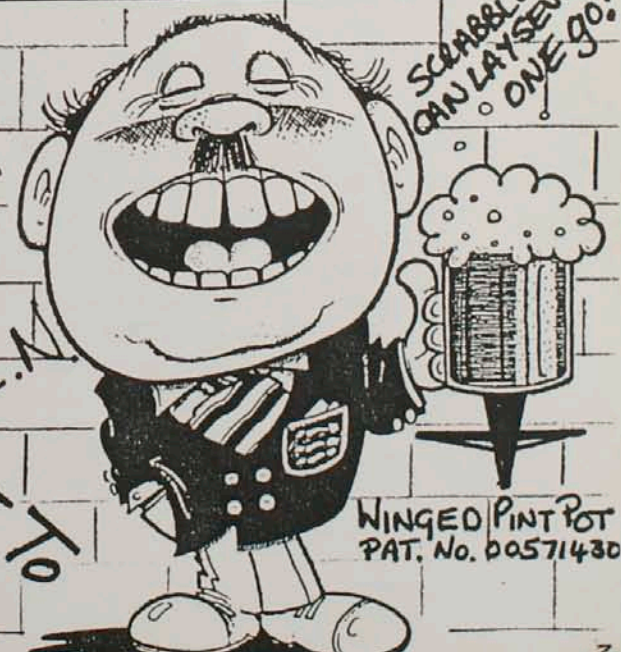
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## "A CAUTIONARY TALE"

or

*"How I stopped worrying and learned how to barbeque a chicken breast in the pouring rain . . ."*

Early morning sun slants strongly across the still sleeping encampment, striking colour from the soiled and faded material of the tents. A charcoal cooking fire smoulders dully from the last evening's meal, empty wine flasks litter the ground alongside a discarded chop bone. These are obviously a primitive nomadic people. A figure emerges stiffly into the cool air with shambling steps. The back is hunched, the dark hair wild, the face brutish and hairy. The eyes are vacant and slitted against both the light and smoke which curls from a pipe clamped between yellow teeth. A mug of steaming brown liquid is clutched in one paw. Suddenly the figure is racked by violent coughs. This is the reveille. Gradually the campers crawl, blinking into the new day. Despite appearances these are not Stone Age people, nor, even, is it a Medieval Jousting Tournament.

It is Thursday. Day 4 of the National Championships, Saturday morning. The field is empty. By mid-day the first outfit arrives. It is from Higheliffe, Worthing or Seasalter. The Blakeney rigs have a longer road. The car drives slowly over the uneven ground and stops. This is a prime spot. The line of Poplars gives a lee from any strong westerlies and it is as close as possible to the main service points: Bar, drinking water tap; latrines, in that order. A short burst of frenzied activity follows, car doors and boots are thrown open, the trailer unhitched. Soon the turf is covered by uneven heaps of gear, unloaded from the boat and from the inside and outside of the car. This activity stops when the first objective is achieved. Essential stores are located. Always at this stage at least two more outfits draw into position. With the split-second timing for which Seafly sailors are famous, the 6-pack is broken open and the rings pulled at the instant the newcomers open their doors. "Have a beer, Mate!"

Pitching camp is a co-operative group effort with frequent breaks occasioned by successive newcomers locating more beer. Eventually some sort of shape emerges. The existence of a series of villages becomes evident. By this (Thursday) morning, territorial boundaries are marked by drying spinnakers, which give colour to the scene while lines of steaming wet suits are punctuated by evil looking vests. Now the air becomes fragrant with coffee and bacon. This is a second reveille and last night's late revellers who tumbled into the pit with more than a skinful, appear, walking cautiously and with ashen faces. Trade at the loo tent becomes brisk. It was pitched as an afterthought anyway after serious inroads had been made into the essential stores. Now, the frame rocks perilously and the material billows as it is caught by gust after gust of violent wind. Anxious faces peer skyward. "Is it thunder?" is the question.

The next scene comes straight from "Oliver". The tent where coffee and bacon smells are strongest, grows a line of hopeful lads clutching their bowls and mugs. As the bacon butties and strong coffee revives last night's revellers, the first attempts at coherent speech are made. The fleet leaders are nervous. Today is crucial. If the morning breeze is light off the land, they must choose the right line up the beats. "Seaward or landward?", "What time does the tide turn?" they mutter. The middle of the fleet are looking for one good result. "We'll fly the kite today even if it blows a hooligan". Others have sailed all their discards and only have the championship to waste. "There's always next year". As the sailors depart, taking spinnakers and wet suits the afterguard are set to clean camp. The old wine flasks and chop bones are bagged, the ashes of last night's barbeque are raked out and soon the site takes on the appearance of modern civilisation. By mid-afternoon the fleet is in and the sailors start returning to camp. Those carrying fairleads and jam cleats or half a tiller in each hand look grim or wry according to character. The fleet leader's choice of lay line to the first mark is not hard to judge. The kidding becomes animated, "What made you go out on that first beat?" "We popped the kite on that close reach just when the gust hit . . ." "We were coming in to the gybe mark on starboard with the kite pulling like a soldier . . ." "He was on Port . . ." "There I was, 50 feet, nothing on the clock but the makers name, suddenly . . ." As the first cans or bottles of the evening are opened, the charcoal is lit on the barbeques. Smoke from a sizzling chop drifts across the site. Voices get louder. Sailors, forsaking the decadent comfort of hotels and lodgings, have heard of the barbeque, and arrive with more bottles and lumps of meat. The smoke blackens over the fires.

Someone suggests 50 a side football or rounders and this is the chance for the younger ones to show their skill and dash. The adults seem unsteady and inaccurate. Is it the failing light? At last, as all light fades from the sky, it is a 5-year-old who hits the home run or scores the winning goal. Others find the pitch now seems full of rabbit holes which were not apparent in daylight. The appearance of the moon over the poplars signals the time for the age old custom of "Committee Coffee". This ritual is variable but has one fixed element. The uncapping of a bottle of Scotch, a generous slug of which must be added to the mug. Milk and sugar are purely according to personal taste. The mixture is found to be an infallible anti-mosquito elixir, so long as consumed in sufficient quantity. Gradually the groups break up. Young children who have played hard since just after dawn are put to bed. Those who are going to make a night of it, split off into card schools or simply combine to make more determined inroads into the Scotch. As the volume of the voices drops to a low hum, the extravagance of the stories rises.

Noise erupts again briefly as the slamming of car doors heralds the departure of the last of the visitors. Soon peace descends once more, punctuated only by a gentle snoring or the rythmical squeak of an unsilenced air bed from this or that tent. This is camping during Seafly Championship week. You have been warned.

A. N. OBSERVER

## WORTHING OPEN MEETING

The Worthing Open on the weekend of September 24th-25th had all the ingredients of a good event.

The weather was warm and sunny, unusual for late 1983, a good turnout with sixteen boats on Saturday and eighteen on Sunday and a wind and tide to give a variation of conditions.

The racing was competitive and produced three different race winners. The first race, on the Saturday was sailed with little wind and a lot of tide, which produced a few frustrating moments. The home combination of Dave Scovell and Roger Cooper sailed a good race to win.

Sunday morning provided more wind for the second race, enabling the young and strong Charles and Chris Lloyd, from Starcross, to take the line honours. By the time the drinking and eating of Sunday lunch had finished the wind had dropped slightly and the tide was crashing against the stoney beach. However, with a little help from the beach party all managed to launch without any problems for the start of the third race. This produced the surprise of the season with relative newcomer, of some six or seven years or so, Worthing's very own Dave Stewart, winning a memorable race with his wife Jenny crewing.

Overall the deserving winner was Seafly 392, from Worthing, helmed by David Scovell and crewed by Roger Cooper in convincing style. Second, in dad's Seafly 420, from Starcross, were Chris and Charles Lloyd. I hope they can be persuaded to sail a Seafly more regularly. Third another Starcross boat, Seafly 250, with David and Carol Cotgrove sailing very consistently.

Many thanks to all who took part and especially the visitors (eight in all—two from Starcross, three from Highcliffe, two from Seasalter and one from Arun) for coming to see us. Look forward to seeing you next season.

PETER BAILEY

## CLUB REPORTS

### Highcliffe

At a recent meeting held at the Starre Inn Christchurch, a group of regular Seafly sailors from H.S.C. got together for a social evening, demon jug-up and feast.

Newsworthy items gleaned from this meeting included the sale of Ian Mansfield's famous 622 *Also Amazing* to Ian Ross of South Cerney S.C. and Ian M. ordering a brand spanking new Seafly from Colin May. Colin also tells us he is going to build another new boat himself and Adrian Summers was elected HSC Seafly Fleet Captain with Dick Flower as his assistant.

HSC members Pete Jones, Dick Flower, David Hughes and others have been sailing in the Lymington Town Y.C. Frostbite Series in the Solent, trying to make something of the light winds being experienced over the last few weeks since the South Cerney Open.

The HSC Annual Dinner and Dance and Prizegiving was held at the Moat House Hotel, Bournemouth on the 18th November. Honours received in the Seafly fleet included:

<i>Spring Points</i>	1st Adrian Summers and Nick Carter
	2nd Alastair McPherson and Martin James
	3rd Pete Jones and Jim Imrie
<i>Summer Points</i>	1st Pete Jones and Jim Imrie
	2nd Stan Stubbs and David Nichols
	3rd Adrian Summers and Nick Carter
<i>Ledge Buoy Race</i>	1st John Slater and Dave Black
	2nd Alistair McPherson and Martin James
<i>Bournemouth Pier Race</i>	1st Nigel Summers and Don Stoye

The honours for having a birthday on the same day was presented by a young lady in fishnet stockings and very little else to Alastair McPherson. A good time was had by all. Good time was the lady's name.

A record entry in the Seafly Summer Points of 22 boats was recorded. Beat that Starcross/South Cerney/Seasalter/Worthing.

## STARCROSS YACHT CLUB

Starcross are pleased to report that the Seafly fleet is healthy and increasing. Although we cannot afford the new boats like Highcliffe, nevertheless we seem to be buying up as many good secondhand boats as are available, with demand outstripping availability. Top boat at Starcross in 1983 was Bernard Phillips' and Charlie Sandys' *Philisan* (C451), almost unbeatable on the Exe and 4th in the Nationals. Next in line must be John and Margaret Lloyd in C420—nose slightly out of joint now he is not frontrunner. John tried to rectify this by buying C523 from his partner, only to find he didn't like it so he resold it to Carol Lanham and John Baker, a new partnership to be reckoned with. John Baker's C223 has been sold locally for "pottering", but I have no doubt it will be back racing soon.

The race position for the rest of the regulars is anyone's guess with Colin Tucker and Ron Littlejohn's (C617), Laurie Lanham (C408), David Cotgrove (C250), Eddie Spicer (C280), Bill Beeson (C27) and Jeff Turner (C627) fighting regularly over the next few places. A new boat to the fleet is owned by Trevor Newstead who will soon get it going when he decides which rope pulls what. One boat missing for much of this year was C222 sailed by Jim Fricker and Peter Cookson—one of the faster boats. We've missed seeing Jim's red spinnaker on the beats and hope he'll soon be back as keen as ever. Also missing for much of the year was John Twigg in C48, overburdened by work commitments.

Several other boats have recently changed hands and a lot of background enthusiasm seems to be bubbling with talk of a total rebuild of C225. Welcome also to the class to Alan Brook in C183 and Eddie Bromwell and Maggie Braithwaite in C413. In general, a healthy scene at Starcross with eleven boats on the water for the last Wednesday evening race of the season.

P.S. I said things were moving fast. In the time it has taken to write this, Laurie Lanham has swapped C408 for C430, and Adrian Summers is already having his "magic moments" at Highcliffe.

## NEWS FROM WORTHING

With the late summer and autumn practically blown away racing results were few and far between at the end of the season. However, the season overall was very competitive and enjoyable with an average of eight boats per class race.

David Scovell returned to the fold from abroad and proved that he will be the man to watch next season.

Alan Green has moved to retirement pastures in Devon and leaves a large gap in our fleet, but we all wish him well and hope to see him at many open meetings and nationals in the future.

Dave Stewart considered retirement after his race win at the Worthing Open, but has now realised he may have a future in dinghy racing after all.

It is hoped Ray Howard will have his reconstructed boat ready for next season. A season crewing for me is enough to make anybody get their own boat out.

Next season should see a few new paint jobs and new sails, hopefully we should be able to maintain our fleet at ten boats. This combined with the competitiveness of this season may enable us to produce some competition for the high flyers in the class.

PETER BAILEY

### BERNARD PHILLIPS

It is with deep regret that we have to report the untimely death on 25th September of Bernard Phillips of Starcross Yacht Club. Bernard, who had only sailed Seaflys for a few years, quickly made his presence felt in the Class, firstly at Club level where he soon became the leading helm, and then at National level, in open meetings and nationals, finishing second in the 1982 Nationals and 4th in 1983. This he achieved in a modest unassuming way, so typical of Bernard. His quiet manner, however, did not hide the passionate interest he had had all his life in dinghy sailing.

Bernard, who was only 53, will be greatly missed by all who knew him, and the Association extends its sympathy to his wife Pat, son Mark and daughter Jane.

### 1983 ROUND SHEPPEY RACE

Unfortunately due to very strong winds Sheppey Y.C. were forced, at the very last moment, to cancel the 1983 Island Race.

We had an all systems go one hour before the first class start at 10.30 hours. There was a possibility of a shortened course at Queenborough Hard, about three quarters of the way round, should the north-easterly be unsailable; as you emerge from behind the island at Garrison Point. However H.M. Coastguard arrived and advised cancellation, as Force 9 winds were being recorded at Warden Point, some three miles to the East of Sheppey Y.C.

We had two Seaflys from Seasalter S.C. ready to go, Eric Sales (C470) crewed by Alan Cox and myself (C507) crewed by Stewart Risbridger, however we shall have to wait until 1984 to have a go. Maybe next year we could find a few more Seaflys to enter a class (minimum of four boats). This race, which is the longest dinghy race in England, carries a fair amount of publicity, and attracts an entry of around one hundred and fifty boats. A good result from the Seaflys could boost our publicity considerably.

Any offers for next year? please let me know if you are interested.

BRIAN HOWE, "Woodbank", Giddyhorn Lane, Maidstone, Kent ME16 0EE.

### THE BUILDING OF 640

This was a project long considered. The idea was born in the autumn of 1981 but due to various reasons (the main one being I got married to Mk. II) the execution was delayed.

However, by late '82 I had committed myself to buying a foam sandwich shell from the mould of Colin May with the idea of finishing it off at home. Fortunately I have a large garage so space was not a problem.

Lethargy crept in after the shell was delivered. Winter was on me, it was cold out in the garage and enthusiasm for the job didn't come until spring. Still I finally started getting some materials together ready for the start.

At this stage I was anticipating it would take about two months of evenings and weekends to put it together giving me about five weeks to set the boat up before the Nationals. Mistake No. 1—but I'll come to that later.

I had persuaded my father, who is a joiner by trade, to give me the benefit of his skills and advice, and without him I don't think it would be finished now. So, my thanks to him, and to my wife, who supplied us with endless cups of tea, encouragement and constructive comments like "when's that bit of wood finally going to be fixed there?"

I had Colin fit for me, while the boat was in the mould, the forward bulkhead, inner and outer gunwales so it would be reasonably stiff while we were setting it up in the building frame. We formed the frame by setting level on the floor 4 lengths of 9 x 3, turning the hull upside down on them, scribing support pieces to the shape of the hull out of 8 x 1.5, removing the hull, fixing these down to the pieces on the floor and positioning the hull into them with the transome vertical. Then we set the centre with a line and checked out for equal each side. Having done this we tied the frames together horizontally, fixed verticals to hold the sides in place and finally braced diagonally. The setting up took 3 evenings and a whole Sunday, but it was essential for ensuring future work was correct.

The selection of materials posed some problems. The ply for the formers was a simple choice, but the framing was something else. Obeche is light but it's strength in tension is poor. I tried for some time to locate some Sitka Spruce but this proved impossible to obtain so I opted for Southern Yellow Pine which is extremely strong but heavier than Obeche. Plywood decking and tanking material also proved difficult. I had set my heart on something different to the normal sapele or gaboon plies but obtaining an alternative veneer on a decent backing in small quantities was not on. I therefore ended up with sapele veneered BS 1088 ply by Relyaply.

A fairly easy decision was the method of bonding. The WEST system provides a simple gluing system for wood, grp and metals with the addition of microfibres as a filler, structural fillets with the addition of microballoons as a filler, and in its basic resin form a waterproof varnish for inside concealed surfaces. The consequence of using this system is that there are no mechanical fixings at all in the boat—any used for securing while the glue went off were removed before the next operation.

Colin was kind enough to loan me his templates for the formers, deck beams and centreplate case knees which we copied so if anyone else is interested in doing their own boat I would be happy to lend my templates.

I don't intend to bore you with all the details of construction, but perhaps some of our experiences may assist others who are thinking of going the same route.

The first bits to be cut and fitted were the side tank and bow tank formers. All were made from 9 mm ply Wested into position finally and secured temporarily for scribing by cramps attached to pieces of batten across the boat.

If I were to do another, I would cut the formers at least 6 mm under size on the top and inside face because, when finally fairing off to get a good shape on the top and sides it was an awkward job planing off the framing over the end grain of the ply.

Before finally fitting the formers we scribed and permanently fixed the ply inside face of the transome full width as this is a stronger job than cutting it between the tanks. Again, on a future boat I would go for even more strength at this point by taking the transome capping full width also, and fitting the tank tops down to it.

The forward tank top supports we eventually made up as an A. frame because with a centre member only the ply top was difficult to fit as it dipped at the junction with the hull.

One minor problem encountered with the hull was the centreplate case at its forward end was not vertical. This was overcome by placing a temporary brace inside the casing of the full thickness and attaching two diagonal braces overhead from the garage roof to hold it in the correct position until the knees were fitted.

Due to the extra weight occasioned by using Yellow Pine for the deck beams we drilled these out with 0.75 in. holes at about 3 in. centres along the neutral axis to offset some of the added weight.

Once the openings in the bulkhead above the forward tank were out, the first bit of varnishing and painting had to be done to the top of the tank and inside the hull as it was obvious then that it would be very difficult to do once the foredeck was on, unless one was gifted with extremely long arms and eyes on stalks. E.T. where were you?

The carlins we decided to do in 12 mm ply and veneer them with 5 mm hardwood once the deck was on, firstly to cover the bare edge of the ply and secondly to avoid the need to chase round to buy a small area of sapele veneered 12 mm ply.

The hardwood for the boat I had bought in a 12 in. wide board and had it cut up at work so I was able to do this fairly easily. Without this facility it would be easier to buy a thinner veneer for this face, but a match would be more difficult.



Next came the bevelled inner edge to the side tanks as Colin did on 636 and his other later boats. He achieves this by fitting tank tops and sides first, placing a thin strip of hardwood across the bevel face fixing by screws and pellets and rounding off the top and bottom corners. Me (being an awkward blighter) wanted to achieve a rounder appearance so elected to do the same thing in the opposite way, without realising what I was letting myself in for. It was curved both ways and had to be rebated to receive tank tops and sides fitted afterwards. Here my father's experience, ingenuity, skill and dexterity really came into its own (I'd never have done it).

Firstly we measured up approximately, had the lump of sapele cut down to usable pieces, and made sure by cramping them into position that we had the right size. As it curved both ways it had to be wider in a straight length than it was in position to allow for the curve. Then came the really tricky bit. Father made up a plan template for the curve by fitting a piece of ply into the final position of the hardwood. I took this into work where a machinist set up the profiles required on the spindle moulder, set up a ring fence to the required radius of the template and carefully moulded out my two bits of hardwood. After these were fitted it was just a case of easing with a plane, but it's Colin's method next time . . .

By this time we had discovered mistake No. 1—it was the end of June and the boat still didn't look anything like a boat! More like a skeleton, and it was five weeks to the Nationals. Efforts were intensified, every spare minute was spent in the garage and Rita came up with even more constructive comments like "is that bit *really* fixed in now?"

More and more are my father's skills appreciated—fitting the ply tank tops and sides to the rebated hardwood, the pretty turned ends to the centreplate capping, the picnic table (where I shall eventually fit a compass) and all the other little professional touches which would have had me tearing my hair out.

However, from then on it rapidly took shape. The decks and tanks went on and we had to borrow extra cramps for this. Between us we had 14 cramps but we had to scrounge another 10 and even then had to make up with various wedges and braces to finish the job. The firewood produced was amazing.

At last I had reached the varnishing and fittings stage. My thanks at this point go to John Slater, Alisdair McPherson and Colin May who supplied all the fittings, paint, varnish, spars, sails, centreplate, rudder and all for me to rig at 8.30 p.m. on the Saturday (the practice race of Nationals was the following day) when he should have been working on his own boat. I'm glad it didn't stop him winning!

I personally didn't make the practice race—I was still screwing bits on all day Sunday leaving my wife and family to set up home on Stanpit Marsh Camp site with all our friends from visiting and home clubs.

I had to refix a lot of that when my thwart and hoop pulled clean out of the boat in the Tuesday race—how come Eric Arthur gets a mention when the same thing happens to him, but I don't?

Still, I enjoyed the experience of building the boat, fitting it out and sailing it, although I didn't get a lot in this year.

If anyone is interested in what it cost for a home build job, please write or give me a ring and I will oblige with the details. For now I think I've bored you enough.

BARRY THOMAS

## A MESSAGE FROM THE TREASURER

Firstly, thank you for electing me (or rather not rejecting me, especially as I imagine that there was no-one else standing for the post).

I fully realise that most of you have not even heard of me, let alone met me. I promise that I will remedy this as soon as possible. To attempt to reassure those who are wondering who I am, I can quickly say that I have been sailing number C280 for some years (anyone with knowledge of 280's previous history, please get in touch), but cannot say that I am competitive until I can get hold of some new sails. Until then I regret that I will not be sailing at open meetings, except perhaps as a crew (if I can find a Starcross helm silly enough to take me).

I will, however, appear from time to time at odd events, but until then anyone with a query or a problem that I just might be able to help with should give me a ring on Dawlish 866701.

Note that I leave all the policy and planning statements to our Chairman, so he can get all the stick!

EDDIE SPICER

### *Seafly Dinghy Class Association*

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