



SEAFLY NEWSLETTER

SEAFLY NEWSLETTER—SEPTEMBER, 1985

From the Editors:

Another season draws to a close, not a particularly good one as far as weather goes, but the highlight of this one must be the National Championship held at Worthing.

Those who were there will remember the long hauls out to the water's edge, the fresh to strong breezes and the big waves, but most of all the hospitality of the Worthing Yacht Club members. The social side of the week was considered by all as probably the best ever, and our thanks go to all who were involved in the organisation both at sea and ashore.

The Class Association has received an invitation to enter the National Champion as the runner up in the Endeavour Trophy (Champion of Champions) meeting at the Royal Corinthian Y.C. to be held at Burnham-on-Crouch over the weekend of 2nd-3rd November. Eric Arthur hopes to represent the class there if he is able to borrow a Lark dinghy. Good luck Eric—we shall all be rooting for you.

Included in this issue are a couple of articles that might help to keep some of you amused in the close season. For those of you wanting a Seafly there seems to be a few on the market, so get in quick. See you all next season

BARRY THOMAS, IAN MANSFIELD

P.S. — Contributions for next Newsletter by end of December, please.

NOTES FROM THE SECRETARY

Alan Green, "South Cones", 10 Higher Warren Road, Kingsbridge, Devon, TQ7 1LG
(Telephone: Kingsbridge 2972)

1. National Championships (or Windy Worthing)

It was definitely the Week of the Wind for the 1985 Nationals. Seldom below Force 4 and at times 6-7, the wind blew steadily all week causing three races to be postponed—something that has never happened before. No racing was possible on the Monday and Tuesday, but two races on Wednesday, one on Thursday and two on Friday sailed at low tide meant that not only was the programme fully completed, but launching and beaching in the Worthing breakers was avoided. The race committee and rescue boats did a splendid job spending many uncomfortable hours in rough seas in open boats.

On shore Worthing's social committee did an equally good job to make us welcome and the hospitality went a long way towards maintaining morale after the early races were blown off.

The entry of 25 was a little disappointing but perhaps not surprising in view of the poor summer weather. The main support came from Worthing with ten of their twelve boats on the water and Highcliffe. Sadly no one represented South Cerney. Eight of the top boats were weighed and all satisfied the minimum weight rule.

A full report and results will be found elsewhere in this Newsletter. Nick Champion, a professional photographer from Whitstable, took some action photographs and will be contacting competitors in due course.

2. Annual General Meeting

A rather small gathering of twenty or so members attended the AGM at Worthing Y.C. The Chairman regretted that no new boats had been built this year and said that we needed to attract more owners to join the Association. The Secretary reported a decline in membership from over 100 to around 87, largely due to a number of owners at Highcliffe and South Cerney failing to renew their membership. He called on fleet captains to do more to urge their members to pay their subscriptions, which the Treasurer said were adequate for the next year.

The Nationals were booked for Seasalter in 1986 (17th-22nd August) and Highcliffe in 1987. The meeting was in favour of approaching Brixham Y.C. again for the West Country venue in 1988.

The Committee elected for 1985/6 remains as follows:

<i>Chairman</i>	David Cotgrove	Starcross Yacht Club
<i>Secretary</i>	Alan Green	Starcross Yacht Club
<i>Treasurer</i>	Eddie Spicer	Starcross Yacht Club
<i>Newsletter Editors</i>	Barry Thomas, Ian Mansfield	Highcliffe Sailing Club
<i>Builder</i>	Colin May	Highcliffe Sailing Club
<i>Member</i>	Jimmy Wren	South Cerney Sailing Club
<i>Member</i>	Brian Howe	Seasalter Sailing Club

3. Amendments to the Rules of Measurement and Construction

Two amendments were passed:

(a) *Bottom Boards—Wooden Boats*

New Rule 7.10.2. "Alternatively bottom may consist of plywood panels of 4 mm. thickness. The panels must not extend within 50 mm. of the side tanks and hog and must not be less in area than the total area of the boards defined in Rule 7.10.1." (This area is 0.13 sq. m.)

(b) *Bilge Rubbers*

Addition to Rule 7.16.4. "Alternatively the bilge rubbers may be of the same length and cross section as on GRP boats (Rule 7.16.3.)"

Amendments to permit a maximum thickness of 35 mm. for the Rudder Blade and to allow the Mast to be stepped on an extended centreboard capping were lost by substantial margins.

4. Seafly Handbook

Amendments to update the Constitution, Class Racing Rules and Procedure for obtaining a Class Certificate were passed at the AGM. It is hoped that a new Handbook will be published later this year or early next and it will be sent to all paid-up members.

5. Secondhand Boats

Enquiries for secondhand boats are still coming in and I ask anyone who has one for sale, or knows of one, to let me know. Also please encourage non-members to join the Association.

NOTE: 1986 NATIONALS will be held at Seasalter between 17th and 22nd August.

Boats for Sale

Seafly C280 wooden boat, full suit of sails, half tank, spinnaker opening, launching trolley. £500. Eddie Spicer, West Yelland, North Tawton, Okehampton, Devon. EX20 2AB.

Seafly 154 wood, launching trolley, trailer, good condition £350 o.n.o. Phil Edmett, Burton Latimer 724695.

Seafly 176 wood boat, recently redecked. Full suit Banks sails, alloy mast, boom and spinnaker pole, road trailer, trolley and cover. £525. Ron Cockwell, Ringwood 479745.

Seafly 404 Excellent racing record. Winner of all open meetings this season and runner-up in the Nationals. New suit of Quay sails, Proctor Epsilon mast, cover and launching trolley. Adrian Summers, Christchurch 476978.

Wanted

Composite Seafly, recent sail number. Contact: Phil Edmett, Burton Latimer 724695.

1985 SEAFly NATIONAL CHAMPIONSHIPS Worthing 18th–23rd August

A fleet of 26 Seafly dinghies approached Worthing with some trepidation for the start of the 1985 National Championships. The conditions off the beach in the sort of south westerly breezes prevalent this season, are legendary and in the event, the most pessimistic predictions were realised. It was to the very great credit of the Race Officials and helpers of Worthing Yacht Club that the racing crews and camp followers were unanimous in rating the event a success both on and off the water. No doubt the quantity and quality of the champers flowing at the Commodore's Reception on Sunday night contributed to the goodwill, but the friendly and efficient organisation were especially notable in the conditions.

The Practice Race on Sunday was sailed in light airs in which the 1984 Champion, Eric Arthur of Blakeney took an early lead. However, his transom flaps had been left untaped and Tom Reynolds could be seen flying the spinnaker with one hand while the other was employing the largest sponge ever seen. Last year, Eric and Tom had swept the board with four firsts. They retired leaving the race to the light air specialists from Highcliffe to battle it out down to the last beat, Ian and Louise Mansfield deciding they were still charmed by the Brixham Trophy, held off Adrian Summers to retain the Practice Championship.

The fresh south westerly came in with a bang on Monday morning, bringing pounding surf. There was no racing for two days and to save the series the Race Officer was persuaded to time the racing over low tide to facilitate launch and recovery.

Crews, frustrated by the two days tinkering with their boats in the park, took to the water at low tide on Wednesday morning for the First Championship Race. The breeze was moderate to fresh and the early leaders favouring the inshore sector of the beat.

As the breeze freshened the bulk of Colin May powered him through to take the gun from Eric Arthur with Adrian Summers from Highcliffe a close third.

Unfortunately, Colin's crew, David Nicholls, suffered a painful knee injury launching the boat in the surf for the second race, putting them out of contention for overall honours.

At the start line the Committee boat was plunging like a wild stallion and a senior race official, with his attention distracted, was seen to give a technicolour yawn, releasing a full upper and lower set to join the procession of white horses.

The possibility of a battle developing for the title was heightened as the breeze faded during the second race of the day. The lead was hotly contested from the start and changed several times as helmsmen judged or misjudged the strength of the tide. The finish proved a benefit for light weather specialists with Ian Mansfield from Highcliffe holding the lead up the last beat from Adrian Summers.

The third race on Thursday a.m. saw the return of the fresh breeze and Eric Arthur's form. He sailed a faultless race to win from Adrian with David Scovell (Worthing) 3rd but with two races to sail on the last day there were three or four crews in close contention.

By this stage, it was also clear that Marcus was going for maximum points. His boat is so fast he had difficulty judging the start, contriving to be over the line every time.

The breeze on Friday remained fresh and with the possibility of gales forecast Colin May was crewed by Marcus whose own crew was on the beach with a gashed hand. Even Marcus could not push Colin over at the start and they won the first race with Eric and Adrian, 2nd and 3rd. The breeze strengthened and some crews decided to watch the fun and games from the beach. The final start resulted in more of a survival course than a race. Among the seven noble survivors, Eric Arthur led, followed by Alan Brook from Starcross Yacht Club and with grim determination by Pete Jones and Jim Imrie of Highcliffe and after recovering from their capsize, Brian and Julia Howe of Seasalter. (Julia was "cover girl" in *Yachts and Yachting* last March.)

Of earlier fleet leaders, gear failure put out Colin May and Adrian Summers. Whilst Ian and Louise Mansfield retired with their version of a junk rigged Seaflly and a broken mast.

SEASALTER OPEN—14th-15th September 1985

Many thanks to all for coming. We all enjoyed the racing in great Seaflly conditions, winds 4-5 and some stronger gusts.

We had a good game of Ten Pin Bowling in Whitstable, and fish and chips in the Clubhouse on Saturday evening. Thank you to Norman for keeping all the young ones happy with numerous quizzes and puzzles.

Brian will write a full report when he returns from business abroad.

VAL HOWE, *Seasalter Sailing Club*

BROADENING OUR HORIZONS

How can we promote the Seaflly—where do we start? Clearly to cold canvas a club and try to persuade them to adopt our class is a very long shot, although there might be a club somewhere, bored with their existing classes just waiting to be introduced to a Seaflly. Reinforcing existing

club fleets is clearly important. Most seem to be doing quite well at the moment, whilst others need as much support as we can give them to ensure that their fleets remain. Of course, one of the most realistic ways of supporting existing fleets is to support their open meetings and this year turnouts for opens have generally been very good with Highcliffe once again setting the example.

By supporting open meetings, we wave the Seaflly flag at non Seaflly sailors who, seeing large competitive fleets, may be persuaded to change fleet and we all know how success breeds success. The larger the fleet the faster it grows.

But there remains one further source of publicity and demonstration of our boat. Amongst our number are a few Seaflly owners who race their boats in well scattered clubs against handicap fleets. These clubs regularly see one or two Seafllys on the water racing keenly with a mixture of other dinghys with a greater or lesser degree of success. It is here where the nucleus of our future fleets lie? How would these clubs react to seeing a large fleet of Seafllys on their water? Could they be tempted? If you are reading this, and sailing at a club within reasonable striking distance of the main South Coast Seaflly fleets, would your club be interested in inviting a fleet of Seafllys to sail with you at one of your club's major events. Most clubs hold one main handicap event a year and it would certainly look good for a fleet of Seafllys to "invade" the meeting even if we might be ineligible for a trophy. If the idea appeals to you, contact me or your secretary Alan Green and we can give some more thought to it.

DAVID COTROVE

Some members were interested in various spinnaker arrangements seen on 101 and other boats at the last two National Championships.

Nigel Summers, runner-up in the '84 Nationals, has kindly written an interesting article on the arrangement on 101, the boat he and Nigel Burt rebuilt and refitted for the Championships, and we have given a couple of other ideas on spinnaker gear for the less adventurous. Hope you find them interesting.

SPINNAKER LAYOUT ON 101

As some members may have seen at Brixham in 1984, we were using a rather unique (in Seaflly terms) spinnaker system, and I am happy to describe here how it works and what I see as the benefits.

Early on in the rebuilding of 101 we made a decision in favour of incorporating spinnaker bags for the following reasons:

- (i) A saving in weight can be achieved in the most important area of the boat compared with the provision of a half-tank or chute.
- (ii) Greatly reduces the possibility of dropping a sheet over the bow, as I had noticed often happens with the chute due to the jib tack being on the front of the bow.
- (iii) Familiarity with bags after using them on Fireball and 505's.

Twinning Lines as Diagram 1

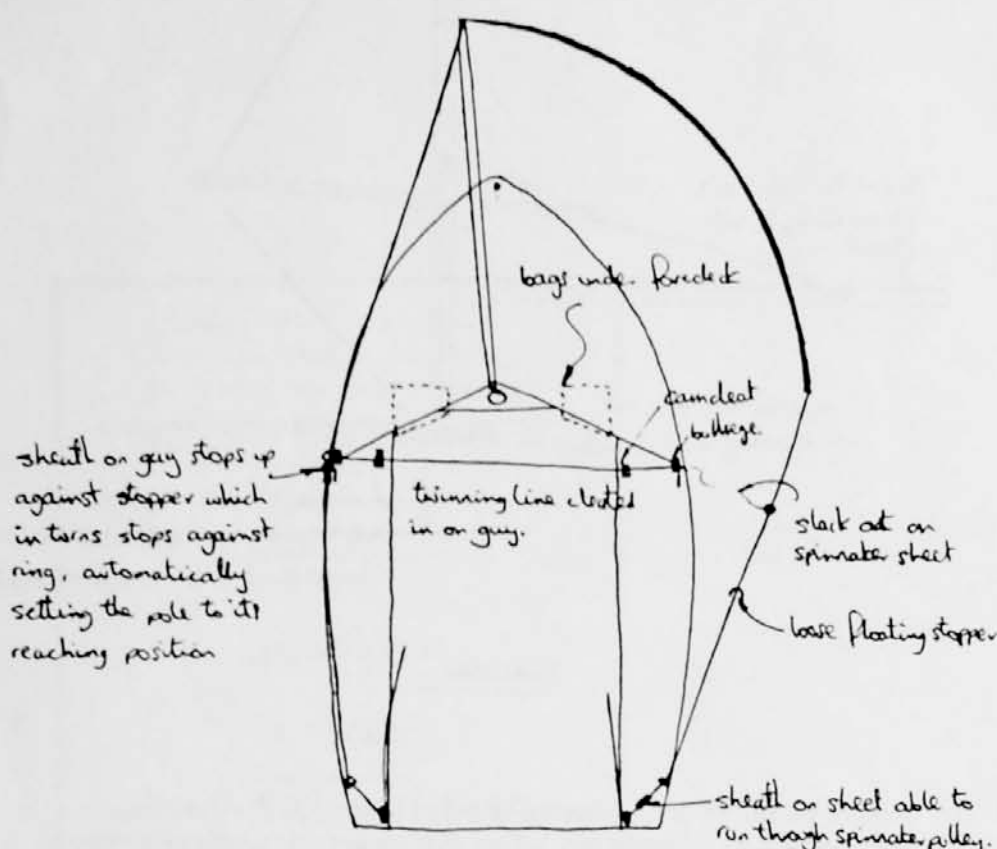
The twinning lines consist of a line with a stainless steel ring at each end, running across the boat through a bullseye by each shroud and via a cam cleat on each side tank.

This line is long enough to provide slack when flying the kite on a reach. We also used automatic stops on the spinnaker sheets, which will automatically set the guy to its reaching position. These consist of a plastic stopper which the spinnaker sheet passes through, behind which is a tightly bound and sewn sheath of twine around the sheet, large enough to stop against the stopper, but small enough to pass through the other spinnaker sheet pullies.

Diagram 1.

Fly-away Pole as Diagram 2.

The fly-away pole on 101 consists of a single-ended spinnaker pole with a normal trigger fitting on the outboard end. The other end is connected to elastic which runs back through a pulley on the starboard side of the boom and then forward inside the boom to be tied off by the gooseneck.



Also connected to this end of the pole is a rope which runs to a loose pulley on the spinnaker eye of the mast and then down to a pulley and cam cleat alongside the mast step. Hauling this line in will send the pole out.

The uphaul/downhaul for the spinnaker pole is fixed to the outboard end of the pole, and adjustable via a clamcleat on the side of the mast.

Diagram 2.

Running through the spinnaker hoist, gybe and drop sequence step by step gives an indication as to how each system works.

Hoist

- (i) The spinnaker guy is connected to the pole, with the twinning cleated in on the windward side, and uncleated on the leeward side.
- (ii) The crew hauls out the spinnaker pole and cleats it off, in so doing some spinnaker is automatically drawn from its bag.
- (iii) The helm hoists the spinnaker and at the same time the crew takes the spinnaker sheet.
- (iv) With the spinnaker hoisted the crew can immediately set the sheet knowing that the guy is already preset.

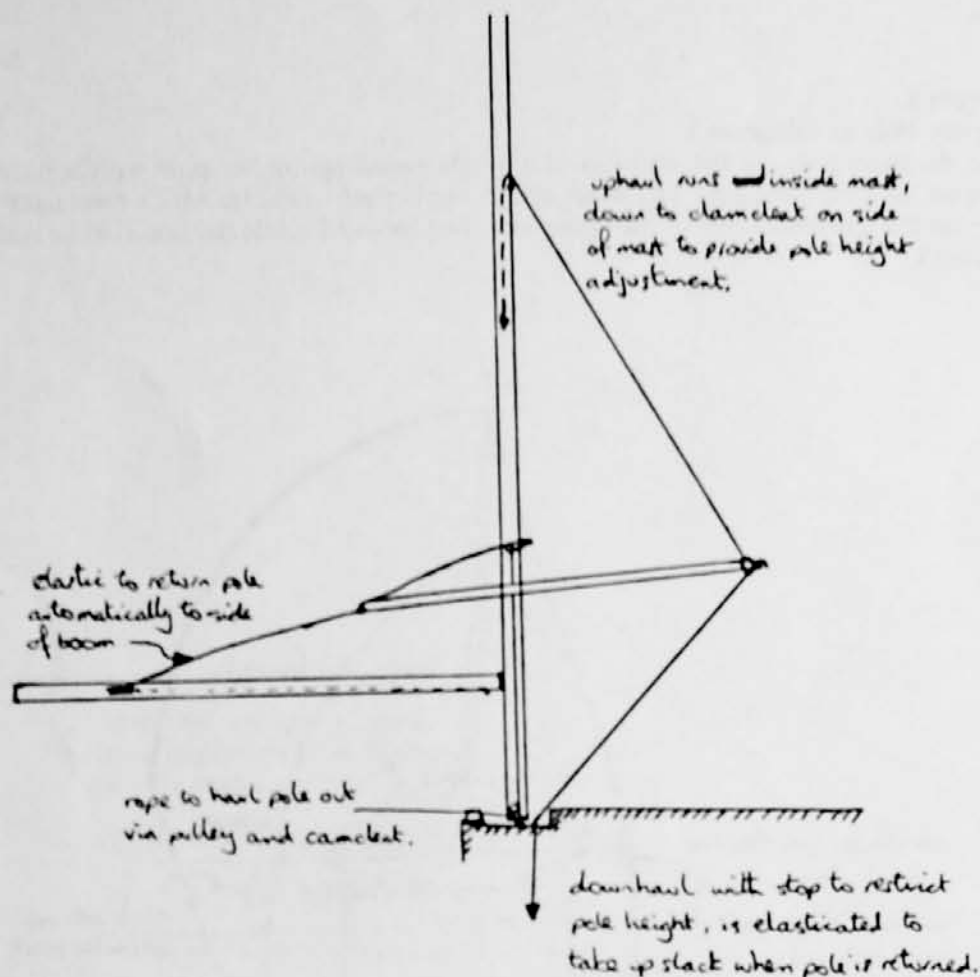


DIAGRAM 2.

Gybe

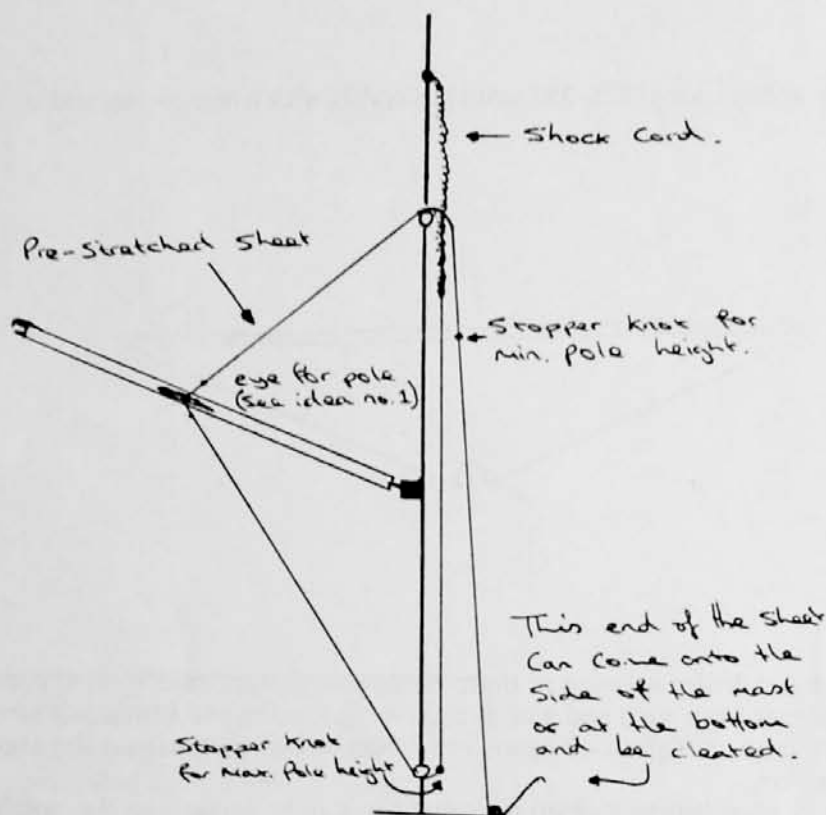
- (i) The leeward twinning line is sheeted in as we approach the gybe mark.
- (ii) The pole is released immediately before gybing automatically returning to the boom, and the crew releases the guy from the pole.
- (iii) Gybe the boat, the crew connects the new guy to the pole, then hauls the pole back out and cleats it off.
- (iv) Crew is then able to take the new sheet and set the kite as he releases the leeward twinning line.

Drop

- (i) Release pole and unclip guy from pole end. Pole automatically returns to boom.
- (ii) Helm releases spinnaker halyard and crew hauls kite down.
- (iii) Helm tidies up spinnaker sheets as crew puts spinnaker away in windward bag.

The advantages of a system such as this are basically:

- (i) Reduced chance of catching the spinnaker sheet on the end of the boom with both twinning lines cleated in when gybing.
- (ii) Automatic stops mean the setting of the guy is a lot faster than normal.
- (iii) Automatic stowage of pole.
- (iv) Easier hoist of pole—particularly for lightweight crews who have difficulty resetting the pole after a gybe.



In my opinion the only real disadvantage of the system occurs on the gybe, where having to drop the pole causes a destabilising of the spinnaker making it difficult to keep it set.

Having said that, there are two other possible problems to look out for:

One is that when releasing the pole whilst sailing on port, remember to keep the boom off the shroud to allow the pole to return.

Secondly the helm must remember not to get caught in the middle of the boat as the pole returns.

If you see a helm with a black eye next year, don't assume he's had yet another fisticuff with the wife, he may be experimenting with his spinnaker pole system!

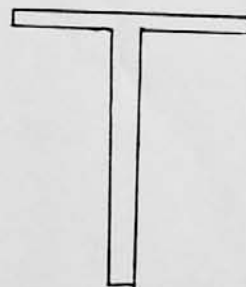
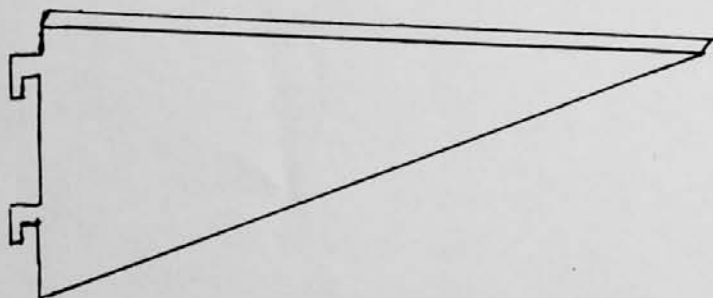
NIGEL SUMMERS

SPINNAKER IDEAS (stolen from everyone')

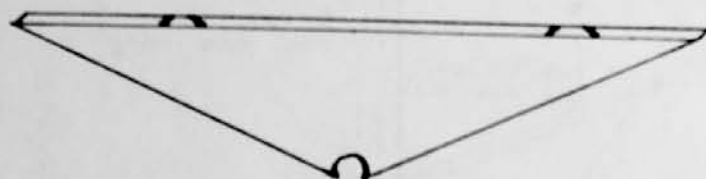
1. A very simple improvement

It is quite cheap too! If you use the old keyhole fitting with a couple of plastic lumps on the pole, your crew may complain about having to fiddle around twisting it through the keyhole on the gybe and you will certainly shout at him (or her) when it pops out and the kite collapses! This gets over those problems.

Down at the local DIY centre you will find a vast array of silver anodised aluminium shelf brackets like this:



Buy one, 9 in. or 10 in. long (225-250 mm.) preferably with a narrow top and convert it to this:



Buff up the cut and drilled sections so there are no sharp edges, offer it on to your pole so that the eye is equidistant from each end and at right angles to the end fitting and screw it on with four small c/s self tappers. Take it off again, run a fillet of 2 pack epoxy on the touching surface and screw it back on.

Form an eye in your spinny uphaul/downhaul just tight enough so the notch in the shelf bracket engages in the eye when the pole is pushed out.

If you were unable to buy a bracket with a narrow (12-15 mm) top, a wider one will do, but you'll have to reduce it either side of the web (a grinder is the most rapid method) and buff the edge up.

This arrangement is quick to set, easy to gybe, and only requires a twist and tug to retrieve.

2. A tidy up

Some boats are still seen with "outside" spinny pole and hoisting gear. These arrangements also can be economically tidied up by a couple of mast sheaves, a few metres of string and bungy and a cleat or two, shoving most of the unsightly bits inside the mast.

One word of warning though! If you have a sleeved mast space inside is a bit limited, so you have to be very careful when you set it all up that the main halyard, jib halyard, spinnaker halyard, uphaul and downhaul are all clear of each other and not liable to snag each other in operation.

This proposal is not so easy to describe so a drawing is appended to give the basic idea—not to scale! and purely diagrammatic!

This system gives good simple control for the crew to work the spinnaker, but pole adjustment up and down can be led aft if required for the helmsman to operate.

SEAFLY NATIONAL CHAMPIONSHIPS - 1985

Held at Worthing Y.C. 18 to 23 August

Overall Posn.	Boat No.	Helmsman	Club	Prize Race Brixham YC Ty.	Race 1 Sussex Salver	Race 2 Lucas Cup	Race 3 Chrmn's Cup	Race 4 Herbert Trophy	Race 5 City of Plymth Cup	Overall Points
1	279	E.Arthur	Blakeney SC	Ret	2	3	4	2	3	5½
2	404	A.Summers	Highcliffe SC	2	3	2	2	3	26Ret	10
3	392	D.Scovell	Worthing YC	10	4	3	3	4	28DNS	14
4	183	A.Brook	Starcross YC	6	6	4	8	5	2	17
5	642	I.Mansfield	Highcliffe SC	1	8	7	3	6	26Ret	21½
6	624	P.Jones	"	17	9	6	7	8	4	25
7	621	M.Hartnell	Worthing YC	7	11	5	15	7	3	26
8	645	C.May	Highcliffe SC	Ret	3	28DNS	5	3	26Ret	32½
9	507	B.Howe	Seasalter SC	12	10	9	14	9	7	35
10	492	P.Scovell	Worthing YC	4	7	8	11	10=	28DNS	36
11	434	R.Mugridge	"	16	18	13	12	10=	5	40
12	638	D.Hughes	Highcliffe SC	3	14	10	6	12	26Ret	42
13	176	R.Cockwell	"	14	17	14	17	13	6	50
14	626	P.Bailey	Worthing YC	5	26Ret	11	9	15	26Ret	61
15	640	B.Thomas	Highcliffe SC	13	15	12	10	26Ret	28DNS	63
16	119	D.Stewart	Worthing YC	11	16	16	19	16	28DNS	67
17	250	D.Cotgrove	Starcross YC	9	13	26Ret	16	14	28DNS	69
18	643	W.Beeson	"	Ret	21	17	21	17	28DNS	76
19	376	A.Green	"	8	12	26Ret	13	26Ret	28DNS	77
20	95	B.Walton	Worthing YC	15	19	15	20	28DNS	28DNS	82
21	96	R.Ditch	"	Ret	23	19	26Ret	18	28DNS	86
22	644	M.Melanaphy	Highcliffe SC	Disq	5	26Ret	27Disq	28DNS	28DNS	86
23	207	R.Howard	Worthing YC	DNS	22	18	22	26Ret	28DNS	88
24	174	D.Bunn	"	Ret	20	26Ret	18	26Ret	28DNS	90
25	231	A.Izzard	Fishers Green	DNS	28DNS	28DNS	28DNS	28DNS	28DNS	112

Entries
 Worthing YC 10
 Highcliffe SC 8
 Starcross YC 4
 Blakeney SC 1
 Seasalter SC 1
 Fishers Green SC 1

Canberra Trophy Highcliffe SC.
Amazing Crew Trophy Tom Reynolds
First Lady Louise Mansfield
First Veteran (55+) Peter Scovell