

Spring 84



WELL — it's here again — Spring at last, and some good sailing weather already. This edition of the Newsletter brings you the following choice snippets:

- National Championships Entry Form and Programme of events.
- Notes from the Secretary, Alan Green.
- "Hit the Road" from Dave Cotgrove.
- Camp Site information for the Nationals.

Plus some other goodies like:

Subscriptions are now due. Please dig out the application form in the last Newsletter, fill it in and post (with some money of course!) to Eddie Spicer.* Fleet Captains please bully sailors at your next Club race and try to get some money out of them. If you can get the cash so much the better — send it off with a list of names.

Someone suggested (I don't know who it was so can't give credit) that we published a short profile on the Clubs hosting Open Meetings, with some directions on how to get there. So to kick off with there's one on Highcliffe herewith. Perhaps Fleet Captains of other clubs could do something similar for future editions?

Not too much news from individual clubs has filtered in yet — a bit early I suppose. Still, we hope to bring you a pre-Nationals Newsletter this year so there should be some by then.

See you on the water!

*Eddie is in the process of moving house, so please send your subscription to him: c/o 12 Vicarage Gardens, Dawlish, Devon.

NOTES FROM THE SECRETARY

ALAN GREEN.

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

1. London Dinghy Exhibition

David Hughes kindly lent his Seafly "Mercury" (C638) at very short notice so that we had one of the latest composite boats on show, which attracted quite a lot of attention. The present cockpit layout compares favourably with other similar dinghies at the show. Thanks are also due to Brian Young and Ian Mansfield who did the towing, Mike Hartnell who brought the stand and to Colin May, Alan Izzard and Brian Howe for helping to man the stand. It was nice to meet so many old friends in the Class and also to make some new acquaintances.

2. 1984 National Championships

Arrangements are well in hand with Brixham Y.C. and the Solo Class Association for the Nationals at Brixham from 29th July to 3rd August.

The Club is situated inside Brixham harbour and there is a well-appointed clubhouse from where the racing can be watched taking place out in Torbay. Dinghies will be parked in a reserved area of the Freshwater car park which has a ramp into sheltered water. The Club has been asked to arrange assistance with launching trolleys as access to the water is rather limited. A weekly car parking ticket will be available from the attendant for £6. Since racing is at 11.00 hours (except the Practice race at 14.00 hours) it should be possible to park early in the mornings before the place fills up with holiday-makers.

The preliminary notice and entry form is enclosed with this Newsletter. The entry fee is £30 with a £5 penalty for late entry after 30th June. So get cracking! It is hoped to arrange a buffet and prizegiving for about £5 a head with a reduction for children. Olympic courses will be sailed with the Solos starting second and sailing an extra sausage lap—which should give the Seaflies plenty of time to get clear of the changing room.

Brixham is a popular holiday resort so if you have not yet arranged accommodation you are advised to do so without further delay. With the National 12s at Paignton the same week accommodation will be at a premium. A holiday brochure can be obtained from the Tourist Information Office, Old Market Place, The Quay, Brixham. If you intend to camp, Ian Mansfield is arranging a site where all the Seaflies can be together—phone him on Ringwood (042 54) 5388.

You will see from the Social Programme that on the Tuesday there is to be the Mayoral reception at Oldway Mansions. Oldway is the former estate of the Singer family. It is a magnificent stately home in Paignton, now the official civic "home" of Torbay Council. This reception is not the usual informal "meet the Mayor" do, but a somewhat grander affair. Tee shirts and jeans are *NOT* the order of the day! This promises to be a much "posher" occasion, but do not be put off; this will be the ladies chance to show off the new dress that you have just bought them and for everyone to live it up for an evening in the grand style.

3. Date of Open Meetings

		<i>First Race</i>
19th-20th May	Blakeney S.C.	Saturday 0915 hours
23rd-24th June	Higheliffe S.C.	
14th-15th July	Seasalter S.C.	Saturday 1300 hours
15th-16th September	Worthing Y.C.	Saturday 1500 hours
7th October	South Cerney S.C.	

4. Boat Registration

I wrote in the last Newsletter that several boats do not have Boat Measurement forms lodged with the Association, which means they are not officially registered even though they may have a Measurement Certificate. I have had one or two responses so far, but there are others, I know, so please check whether you still have your Boat Measurement form and if so send it to me with the registration fee of £1 (not £2 as stated in the last issue). If your boat's certificate still shows a previous owner, send me the certificate and a re-registration fee of £1 for a new certificate.

5. Rules of Measurement and Construction

The updated rules have been prepared. During revision the opportunity has been taken to incorporate certain measurements which previously appeared only on the plans, but there are no significant alterations and the dimensions to be measured for the Measurement Form remain the same. The Committee has agreed the updated rules and they will be issued in due course to Committee Members and Fleet Captains, who should make them available to their members before the A.G.M. at which the Committee will propose their formal adoption. Unfortunately the costs of production preclude distribution to every member at this stage, but if anyone would like his own copy he should write to me.

6. Seafly Copyright

Colin May, owner of the copyright, has offered to sell it to the Association, provided he can continue as the sole authorised builder of GRP hulls. He will retain the moulds. A £35 royalty fee is payable to the copyright holder for each boat built.

The Association has for many years been anxious to own the copyright so that it would have full control of the Seafly design, although it should be said that the Committee recognise that the present owner has always consulted the Committee over any proposed changes.

The Committee feels that this important question should be discussed by the membership at the A.G.M., particularly as additional finance will have to be raised. One suggestion is a special levy on members, which would probably not have to exceed £5. If any members have views on this proposal please let me know.

7. Proposed Design Alterations

Two changes to the drawings have been proposed by Colin May to improve the cockpit layout and appearance:

(i) to curve the carlins at the aft end of the deck so that they are faired into the aft end of the mast step, instead of leading straight to a point in front of the step. This requires lowering the centre of the deck by about 38 mm (1½ in.) as has already been done in several rebuilds without detriment to the appearance or affecting the performance.

(ii) to allow the inside edge of the side tanks to be moulded to a radius of 38 mm (1½ in.). This would allow existing boats to be modified to provide a more rounded inner edge without going to the trouble and expense of redecking.

The Committee has agreed that up to four boats may be built to this design pending the A.G.M., when the proposals will be formally considered.

8. I have just been notified of the date of the Sheppey Island Race which will take place on Sunday, 2nd September, 1984. This is the longest U.K. dinghy race covering between 30 to 40 miles of sea, estuary and river around the Isle of Sheppey and may be of interest to members, especially that at Seasalter. Advance entry is £4; £5 on the day. Entry forms from Island Race Organiser, Sheppey Yacht Club, Marine Parade, Sheerness, Kent.

9. Finally, I have had evidence recently of Seaflys in far distant waters. At the Dinghy Exhibition the Leader Association stand displayed a Groves Travel brochure featuring sailing holidays and tuition in Greece. Among their dinghy fleet are three Seaflys, including C444 which many of you will remember was sailed by Gordon Thomas at Higheliff.

On my return from Crystal Palace I received a letter from Kingsley Singer in Northern Ireland reporting a fleet of twelve Seaflys at Newcastle Y.C. in Co. Down. Many members will remember the 1976 Nationals at Worthing when Peter Wilkin and Will Hawthorne brought their boats all the way from Newcastle and made their mark both on and off the water.

SEAFLY DINGHY CLASS ASSOCIATION

NOTICE OF 1984 ANNUAL GENERAL MEETING

The Annual General Meeting of the Seafly Dinghy Class Association will be held, as usual, during the National Championships on Wednesday, 1st August, 1984 at 1930 hours at Brixham Yacht Club, Overgang, Brixham, Devon.

Nominations for Committee members and Resolutions for consideration at the Annual General Meeting must be received by the Secretary at least 28 days before the date of the Annual General Meeting under Rule 8 of the Constitution. They must therefore reach Alan Green at "South Cones", 10 Higher Warren Road, Kingsbridge, Devon TQ7 1LG not later than 4th July, 1984, otherwise they cannot be considered. Members who cannot attend may appoint a proxy, who may be the Chairman, to vote on their behalf; this must be in writing. An agenda will be sent to paid-up members prior to the Annual General Meeting.

“HIT THE ROAD”

Of the six hundred Scafly owners and two hundred or so association members, it is my guess that a good number enjoy racing this boat. True, there may be many who are content to potter about in creeks and estuaries and inland waterways, but I suspect that most enjoy the excitement of competition, even if it is only their own personal race to beat the tide home! I am sure that those who do not race are quite happy with their situation. Equally I am sure that there may be many Scafly owners who do not race but who would like to try.

Those of us who are able to race in our own club against other Seaflyies are fortunate—others must race in handicap fleets. But where are all these keen competitors when it comes to Open Meetings and the Nationals . . . ?

“The Nationals” I hear a cry of horror as some reel back at the very thought of competing at such “high class level”. I too recoiled aghast when, a few years ago, someone suggested it to me—but I went. I enjoyed it and I didn’t come last. Nor did I come first—or anywhere near it, but at the end of the week I was hooked and have not missed one since. Besides, when you are asked where you have been and reply, “At the National Championships”, you are inclined to rise in the estimation of some uninformed acquaintances. There are of course, very good sailors at the Nationals as you would expect. You can easily tell them apart from the rest of us—they are the ones who keep winning. However, inexperienced helms have no need to worry about them and probably will not see much of them unless they are lapped. But you might find that you don’t get left behind and perhaps you are a little better than you first thought. The Nationals offer far more to most competitors than a week of competition on good open water. To most people it’s a week’s holiday with family and friends with evenings out and barbeques and . . . I expect you read it all in Ian Mansfield’s article in the last issue. What I am saying is that a week at the Nationals can be great fun for everyone, not just the experts at the front and this year, Brixham makes an ideal family venue, with Torbay spread out before you. So why not join the regular band. Whether you stay in B&B, a posh hotel or join the “Bertram Mills Circus” and camp in the Scafly village, you will be sure of a good week.

If you need to gather confidence in your ability before tackling the Nationals why not attend an Open Meeting held throughout the season by Scafly clubs. These are generally only larger club races held over a weekend. Unfortunately, visitors to Open Meetings have dwindled over the last few years, but those who do attend are always made most welcome by the host club, and soon find they become firm friends with all the regular “circuit” sailors. So why not try an open meeting or two this year? Disregard the dreadful tales that are told around the bar, of the hazards that await you. Of Worthing with mountainous seas crashing on the beach, of Higheliffe with its murderous mill race, like bath water going down the plug, of South Cerney with its fickle winds or of Starcross with its incomprehensible currents. We’ve all heard the tales, but believe me they are all much exaggerated.

Cost is, of course, always an important factor when travelling, but over the years I have found the Scafly fleet to be most hospitable and a phone call to the Class Captain can usually find you a bed for the night—or at least an armchair or a bit of floor! And the helpfulness and camaraderie extends beyond the sailing. Like when, late on a Saturday night on the way back from Worthing along the South coast, I found myself staring forlornly at a shredded tyre on the road trailer—and no spare! Where were we, or more importantly, where was the nearest Scafly fleet. A quick phone call to the Higheliffe “fix-it” brigade and help arrived, a spare road trailer was found and not long after, we were back on the road, somewhat overloaded with an extra road trailer on top of the boat, but nevertheless on the move. Lesson to be learnt—carry a spare! There’s nothing like the feeling of arriving at an away event. If you don’t know anyone—you soon will as your hosts come forward to “size you up”. Those of you who are known, will know how helpful and friendly the competitors are—on land anyway.

So this year why not give it a try. Drop your mast, hitch up the trailer and hit the road!

DAVID COTGROVE

A PROFILE ON HIGHCLIFFE SAILING CLUB

Founded in 1962 with amalgamation of the De Havilland S.C. whose clubhouse was an old M.T.B. on the mudflats of Christchurch Harbour, and Highcliffe S.C. who were functioning on the beach, the Club at that time had about 140 members.

Highcliffe was the second club in the country to have a Seafly fleet, brought about by a young man named Bob Pike, who, fed up by always being beaten in his Mayfly by a large fleet of GP14's, nipped off and bought C35 and infuriated all the GP's by showing them a clean transome thereafter. However, this state of affairs did not last long, and in 1965 five brand new Seaflys appeared at the Club forming the basis for the present fleet.

Between 1967 and 1970 the Seafly fleet at H.S.C. was particularly strong with such stalwarts as Eric Summers (father of Nigel and Adrian who currently sail Seafly's), Bob Houghton, Gordon Thomas (no relation), Britt Hand, John Tallis, Allan Yates and Doug Spicer. These sailors hold no less than three National Championships, runners up, and a clean sweep at the 1969 Worthing Open when they took every prize available.

In 1971 the current Clubhouse, Sea Vixen, was built, and a ceremonial burning of the old M.T.B. was carried out—there was no other way to get rid of it! We now have a great modern clubhouse with recent improvements to the changing rooms, galley and bar.

Present club membership is around 350 with about 35 Seaflys of which 15 or so regularly race. Recent National Champions include Colin May, Dave Black and Alisdair McPherson.

Come and join us at the Seafly Open on 23rd-24th June—you will be most welcome.

How to find H.S.C.

From any direction, aim for the A31 at Ringwood and take the A338 Bournemouth spur road. Then after about 6 miles take the Christchurch turn off and continue over one roundabout, one mini roundabout, past the hospital, over the railway bridge and you end up in Bargates. From here follow the route shown on the attached map.

If travelling straight through Southampton take the A35 through Lyndhurst to Christchurch and again follow the route on the map from the Somerford roundabout.

See you at the Open Meeting.

BARRY THOMAS

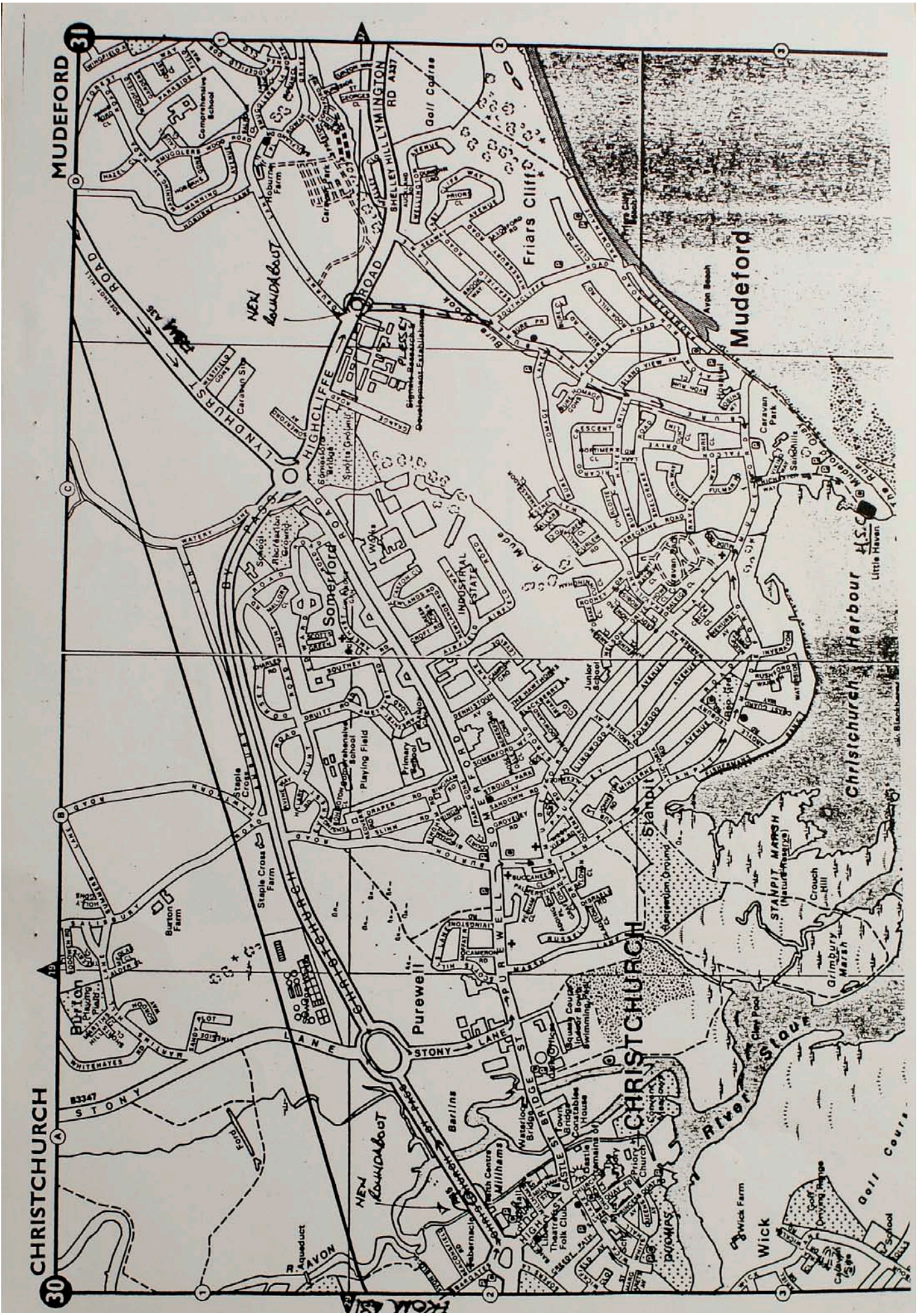
NEWS FROM STARCROSS

The winter series at Starcross was disappointing this year with no Seaflys sailing in February and March. In fact, if it had not been for the Club's newly formed Dart fleet, we would not have put any boats on the water on some weekends. However, with the start of the Spring Series and the unusually Mediterranean spring, the Seafly fleet gradually crept back from hibernation, struggled into their wet suits (well I struggled!) and relaunched. The early races have shown a consistent tussle between the Lloyd's and Carol Lanham and John Baker. Carol, new to Seafly helming last year, is proving to be a force to be reckoned with. However, it is to be expected. Two years ago when the Hawk Surfboats held their Nationals at Starcross, Carol thought she might like sailing a cat. She borrowed one for the series—and became National Champion! As I said, a force to be reckoned with. Also Laurie Lanham seems to be sorting out C430 and won one of the early races. John Rowe and Charlie Sandys did something to their boat during the winter. If they can find out what it is, and rectify it they will get back on form! Meanwhile your Chairman is desperately trying to finish a race without breaking something or falling in, having already capsized twice. Is Carol still talking to him? Also on the water are Colin Tucker and Ron Littlejohn, Trevor Newstead and Eddie Bromwell. Bill Beeson is still there of course now sailing his brand new Bob Hoare boat, but finding it somewhat different from his last boat C27. Welcome to the Club goes to Alan Green, your Secretary, whose boat has already found it's way into the best berth at Starcross—such influence—and welcome to John Maltby, back into Seafly's with C222.

BOATS FOR SALE

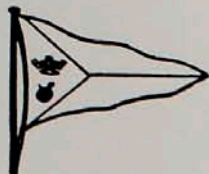
Seafly No. C480, Zygol GRP, spinnaker, trolley and road trailer—£585 ono. D. Langley, Swindon (0793) 41971. Sailed at Bowmoor S.C.

Seafly No. 27. Little of original boat left! Newish bottom and decks, Newish sails and spars, Proctor mast and boom, Spinnaker and launching trolley, £400 o.n.o. Telephone: Bill Beeson, Topsham 3926.



NATIONAL SOLO CLASS & Seafly Class

NATIONAL CHAMPIONSHIPS



**BRIXHAM
YACHT CLUB**
OVERGANG - BRIXHAM



PRELIMINARY NOTICE AND ENTRY FORM

Principal Race Officer

Bryan Dalley

PROGRAMME OF RACES

	<u>SOLO CLASS</u>	<u>SEAFLY CLASS</u>	<u>TIME</u>
Sunday 29th. July.	City Of Plymouth Trophy	Practice Race	14:00
Monday 30th. July.	Brixham Yacht Club Trophy	The Lucas Cup	11:00
Tuesday 31st. Jul.	Mountifield Cup	The Sussex Salver	11:00
Wednesday 1st. Aug.	Portlemouth Trophy	The Chairmans Cup	11:00
Thursday 2nd. Aug.	River Dart Cup	The Herbert Cup	11:00
Friday 3rd. Aug.	Royal Corinthian Yacht Club Trophy	The City Of Plymouth Cup	11:00

SCORING: The Olympic scoring system will be used.

If 4 or 5 races are sailed, there will be one discard.

If 3 or less there will be no discards.

SOCIAL PROGRAMME:

Saturday 28th. July	Disco 20.30
Tuesday 31st. July	Mayoral Reception. Oldway Mansion
Wednesday 1st. August	Seafly A.G.M.
Thursday 2nd. August	Solo A.G.M.
Friday 3rd. August	Prizegiving.

LOCATION:

Brixham Yacht Club occupies a charming position on the Southern side of Torbay, overlooking Brixham Harbour.

Freshwater Car Park, the dinghy parking area, has immediate access to the open sea, with deep water at all states of the tide, and moderate tidal streams.

There are many beaches and other attractions in the area for members of the family not participating in the sailing.

July 29th. - August 3rd.

BRIXHAM YACHT CLUB
OVERGANG
BRIXHAM - DEVON
TQ5 8AR
Telephone 3332

SOLO National/SEAFly National Championships 1984.

ENTRY FORM - SEAFly CLASS.

Please enter Seafly No.....
Hull Colour.....
Boat Name.....
Club.....

Helmsman Mr./Mrs./Miss./Ms.....

Address.....
.....
.....

Entry fee £30.00 sterling. Fees to be paid before 30th. June 1984. Additional fee for late entry £5.00. Cheques to be made payable to Brixham Yacht Club, and if sent before May 1984, may be post dated to June 30th. 1984.

I agree to be bound by the Racing Rules of the IYRU, by the prescriptions of the RYA, by the sailing instructions and the Class Rules.

I declare that I hold a valid measurement certificate for the boat named above, I am a member of the Class Association, and certify that the above mentioned boat is insured against third party risks, minimum £250,000

SIGNED.....DATE.....

A valid certificate and membership card to be produced before any sailing instructions are issued.

HILLHEAD CAMP, BRIXHAM, Devon

Booking Form for reserved sites 1984

PLEASE USE BLOCK LETTERS
Please reserve a site for me

from

to 1984

(Note: Bookings are accepted from Saturday to Saturday usually; midweek bookings are limited during July and August.)

Your Name and Address

.....

.....

.....

Amount enclosed (£2.00 per tent) £..... (one £2 covers the whole stay)

Please note the following:

1. If your reservation is accepted then we guarantee to provide you with a site on the day on which your booking starts. During the busiest weeks, you may be asked to wait until a site is vacated by the previous week's occupant, but we will endeavour to keep any waiting to a minimum.

2. On the day of departure, we ask you to vacate your site by **11.00 a.m.** in order to minimise the waiting period for the next week's arrivals.

Please remember to send:

- (A) Booking Form.
- (B) Payment—cheques to *Treeby Bros.*
- (C) Stamped addressed envelope for confirmation of booking.

And send it to:

TREEBY BROS.
33 Greenway Road,
Galmpton,
Brixham, Devon.

Tent size

Please indicate the approximate size of your tent if known, to help us keep you a suitable site (please tick the best size)

up to:

- 12 feet by 12 feet
- 12 feet by 16 feet
- 16 feet by 16 feet
- bigger

Fully booked?

Any date crossed out below indicates that we are fully booked for the week beginning on that Saturday.

May	1	8	15	22	29
June	5	12	19	26	
July	3	10	17	24	31
August	7	14	21	28	
Sept.	4	11	18	25	

Emergency contact: In case anyone needs to contact you in an emergency during your stay, please leave your car registration number with a relative or friend as this is the only way we can guarantee to trace you when you are on the site.