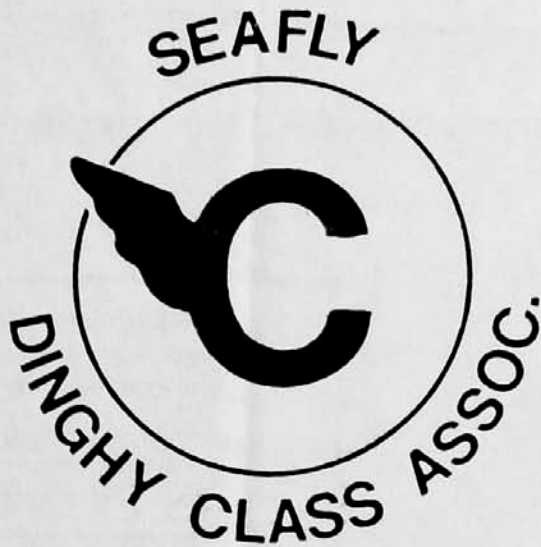


Spring 86



SEAFLY NEWSLETTER

SEAFLY NEWSLETTER—SPRING, 1986

From the Editors: BARRY THOMAS,
IAN MANSFIELD

First of all—A Happy New Year to all our readers.

February now, and the first thoughts of a new season begin to take shape—will I need to varnish and paint?—what shall I do about the spinnaker arrangement?—were there any little nicks in the sails that need repairing?—Now's the time to start looking the boat over because Easter's not far off!

Unfortunately, we don't have a great deal for you in this newsletter, being a quiet time of year, but we would ask you to give the season a good start by filling in the Association renewal form attached and send it off with a fiver to Eddie Spicer. Please also encourage your crew to take up Associate membership for £2.00. An increase here will help the Association and is good value!

Some sailing went on late last season. The Lymington Town Frostbite series finished late in December after nine races. The medium handicap fleet had a good sprinkling of Seaflys from Highcliffe among Lazars, Fireflies, Finns and Moths. The class was won by Ian Mansfield in 642 *The Admiral* crewed variously by Louise, Helen and Alisdair McPherson and runner up was Colin May in 636 *Resolution* crewed by John McPherson. So close was the result that it all depended on the last race of the series and only a few yards separated the two at the finish.

Racing also continued late at Starcross and strangely, the height of enthusiasm seemed to arrive in November with turn outs of eleven or more boats, 4 entries which dwarfed the other classes, Larks, Hornets and Darts. However, it is surprising what a cold snap will do and how quickly a fleet can dwindle to a couple of hardy souls wondering where the opposition went. Nevertheless, it must be borne in mind that in the winter, the Seafly fleet at Starcross turns its mind to other pursuits. Disillusioned with freezing in or on the Exe, a large number depart *en masse* to a colder, whiter world of snow and skiing. Back home, thoughts are turning to refits, or in the case of your Chairman—rebuids. Although very "attached" to the large Fablon patch on the bottom of 250 he has decided to take advantage of the new rules passed at last year's AGM and rebuild the bottom to the latest specification with sanded 4 mm floor panels instead of the older floor boards and new shape bilge keels. What has come as a surprise is the weight saving in the flooring. Do you realise that there's over 70 feet of floor boarding in a wooden Seafly!

The South Cerney Open last October was sailed in extremely lively conditions—force 6–7 generally but it did drop down to nothing in the top sheltered corner of the lake, putting tremendous strains on sails and rigging, to say nothing of helms and crews. The meeting was well supported with 18 or 19 entries but the final race was left to the hardy few with overall honours going to Adrian Summons in 404 crewed by Norman Hack, followed by Ian Ross in 622 and Erik Arthur and Marcus Melanaphy in 645.

The whole day was full of incident starting with the most amazing sight. Driving through Savernake Forest we caught up with a car with a Seafly on the roof, complete with launching trolley! Adrian Summers' trailer had broken a spring at Tidworth, and keen sailor that he is, was determined to make the first race. Hence a Cavalier with a Seafly upper deck. Later in the day he was hooked right out of the boat at the end of a screaming reach, leaving his crew Norman to take control, round the mark and return to pick up his helm. Gear failure was the order of the day, and the final event was John McPherson losing his car keys after all the other Highcliffe boats had left! He had to wait then for his son to deliver his spare keys—all the way from New Milton. It's bound to be really dull next year!

Some hardy souls from the South Coast made tracks for Portsmouth a few weeks ago for the Pompey Perisher, but returned disappointed after the race was blown out by gale force winds.

Finally I would like to add a few notes to Alan Greens on the subject of Publicity. You may recall at the AGM I offered to examine the question of improving the publicity and marketing of the Seafly. In November I submitted proposals to the Committee and a meeting was held in January to discuss the subject. For the time being it was argued that a

low cost approach to the situation should be made and it is envisaged that the volunteer Press Officer will carry out the following duties:

Prepare a programme for local press, yachting press, local radio and perhaps television.

Prepare and issue Press Information Bulletins to the selected papers, magazines, journals and radio.

Locate all clubs which sail Seaflys, prepare mailing lists and circulate Seafly information to these clubs throughout the season.

Determine what the Association can do with regard to sponsorship, so that additional funds might be raised for the Association.

I hope someone may be interested in doing this for the Association, so that we may pressure and indeed increase the numbers of Seaflys and clubs which sail them.

Have a good '86 season.

NOTES FROM THE SECRETARY

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

1. 1986 Open Meeting

<i>Date</i>	<i>Club</i>	<i>Times of races (as notified)</i>
7/8th June	Blakeney S.C.	Sat 1900hrs Sun 0730hrs (2 races)
28/29th June	Starcross Y.C.	—
26/27th July	Highcliffe S.C.	Seafly 25th anniversary weekend
20/21st September	Worthing Y.C.	—
5th October	South Cerney S.C.	—

2. 1986 National Championships

Seasalter S.C. is hosting the 1986 National Championships from 17th to 22nd August. There will be a Practice Race on the Sunday, followed by a Championship Race each day, with four out of the five races to count for overall points.

Seasalter is near Whitstable on the North Kent coast and the Club has a large and modern clubhouse overlooking the sailing area just offshore. Launching from a gently sloping sandy beach is the easiest of all our National venues and the sailing area is in the sheltered waters of the Swale estuary—no big waves to contend with like Highcliffe and Worthing!

There is ample space for camping and caravans just opposite the clubhouse and nearby is a large static caravan site with accommodation to rent. Bed and breakfast "digs" are available in Whitstable a few miles away.

If you have not attended the Nationals before, Seasalter is the ideal place to make a start. Don't worry if you are not very experienced; we all have to start somewhere and those at the back of the fleet enjoy their own little rivalries just as much as the experts up front. We would welcome some new faces, so why not give it a go this year.

For further information you can contact either myself or the Fleet Captain, Alan Cox, Little Boundes, London Road, Southborough, Kent, TN4 0RS.

3. R.Y.A. Dinghy Show 1986

Sailboat '86 is the theme name for this year's RYA Dinghy Show at the Crystal Palace National Sports Centre during the weekend of 8/9th March.

As usual we will have one of the latest Seafly on show. This year the RYA, with the support of Yachts & Yachting, is making a big effort to promote dinghy sailing and will be making the Show more attractive to both the committed sailor and prospective newcomers to our sport. There will be lectures and demonstrations appealing to all levels of sailing ability, a programme of films and continuous videos, as well as activity events on the swimming pools which you either watch, or in some cases take part in.

The Crystal Palace National Sports Centre is conveniently situated for a large proportion of Seafly owners and there is ample car parking. Entry fees are expected to be about the same as last year: £2 for adults, 50p for children and £1 for parking. It's a great day out for

the family and one can meet old friends and make new ones. I shall be on the Seafly stand throughout the Show and look forward to meeting you. I would be grateful for some assistance to man the stand, particularly on the Saturday; please let me know in advance if you can spare an hour or so to help.

4. Endeavour Trophy

The Royal Corinthian Yacht Club invited the Class to send a representative to the "Champion of Champions" event held at Burnham-on-Crouch on 2/3rd November last, sailed in Lark Dinghies.

Erik Arthur, our current National Champion from Blakeney S.C., crewed by David Blogg represented the Seafly Class and after a sleepless night sorting out a broken road trailer did us very proud by coming home seventh in a top-class fleet of 21. This aroused quite a lot of interest among the other competitors, some of whom had little knowledge of the Seafly, and brought us valuable publicity. Well done Erik and David.

Encouraged by this success I was able to obtain an invitation from the RCYC for two entries to the Burnham Icicle just after Christmas but unfortunately no one was available to enter at rather short notice. I hope that next year we can organise someone to show the Seafly flag at such a prestigious event.

5. Broadening our Horizons

You will recall that David Cotgrove, our Chairman, wrote in the last Newsletter about promoting the Class. One of the best ways of doing this is for the Seafly to be seen at events which attract a wide audience and media coverage.

Two such events have come to my notice:

I have received an invitation to nominate two boats for the Draycote Water Invitation Pursuit Race for the Nathan Silver Salvors on Saturday, 22nd March. Draycote Water is near Rugby about 100 miles north west of London up the M1/M45. Accommodation will be available with club members. This is a great opportunity to promote the Class and if anyone would like to compete please let me or David Cotgrove (0626 862806) know, preferably before the end of January.

The other invitation is from the Eastborne S.C. for the Royal Sovereign race at 10am on Sunday 6th July. This is a handicap event with separate races for catamarans, dinghies and sailboards. Crewed dinghies under 120PY sail the full course around the Royal Sovereign Light Tower some 7 miles offshore. Apart from trophies for the first three in each group, any class of 5 or more boats gets a class prize. What about a joint Worthing/Highcliffe/Seasalter entry to really show the flag?

6. Publicity

Barry Thomas has produced a paper with some ideas for promoting the Class which the Committee will be discussing at its next meeting.

One suggestion is to appoint a Publicity Officer to get our name into the sailing press etc. Is there a member with the necessary experience and contacts, perhaps a journalist, who would be willing to take this on? If so I would very much like to hear from him.

7. Deck Modifications

Two years ago the Committee granted the builder, Colin May, a dispensation to build a few boats with curved carlins faired into the aft end of the mast step. This involved lowering the centre of the deck by about 38 mm (1½") to the level of the mast step. It is generally agreed that this modification has improved the appearance of the front of the cockpit. The Committee agreed that up to four boats could be built thus, and so far two have been produced.

Now Colin May has proposed that, while continuing to construct curved carlins, he will return to the old deck level, while of course retaining the correct mast step height which is a key measurement. This will mean that the foot of the mast will be recessed, with the centre of the deck line approximately 38 mm above the mast step. The Committee has agreed to this further modification to the two remaining boats within the original dispensation..

8. Portsmouth Yardstick

The R.Y.A. have informed me that the Portsmouth Yardstick Advisory Panel at a meeting on 5th December agreed to change the Seafly's PY from 113 to 114. This will apply after the publication of the PY booklet in March and will help us to produce better results in handicap events.

9. 1986 Subscriptions

Please don't forget that subscriptions are now due (Full £5, Associate £2). They should be sent to the Treasurer, Eddie Spicer, at West Yalland, North Tawton, Okehampton, Devon, EX20 2AB, preferably using the form to be found elsewhere in this Newsletter.

Fleet captains might like to assist in getting the subs in promptly, and save their members a little time and postage, if they would collect the membership forms and subs and send them to the Treasurer as soon as possible. Several fleets have Seafly social events before the sailing season starts and this is a good time to get the money in—the Association can't function without funds. Membership cards can be obtained from the Treasurer.

A Happy New Year to you all and Good Sailing in 1986.

P.S.—I shall not be available during the month of February. Please address any enquiries to the Chairman, David Cotgrove. (Tel. 0626 862806).

ENDEAVOUR TROPHY

Erik Arthur, Seafly National Champion 1985, was invited to participate in the Endeavour Trophy (Champion of Champions). Here is his account of the weekend.

National Champions of each dinghy class are invited to compete in this event held annually at the Royal Corinthian Yacht Club, Burnham-on-Crouch.

Each champion finds a 'Lark' dinghy and persuades a crew to join him for the six race event.

Tom Reynolds was unfortunately unavailable due to work commitments.

David Blog, champion crew of the mid seventies, stepped into the breach—an ex-icicle sailor, I knew he would be under no illusions as to how unpleasant the Crouch can be at this time of year. David's determination and enthusiasm were to be tested to the full!

It was planned to take Friday off work, have a practice sail at Blakeney and get a good, early night in.

Jim Stewart, a 'Lark' sailor, had kindly offered his boat for the event.

Rendezvous and boat pick-up was on the Thursday evening at Queen Mary Reservoir.

Our Endeavour started here!

Three miles from the pick-up, a trailer tyre 'blew' and what is more, a hub stud sheared during the wheel change—thus rendering the trailer unsafe to tow. A frantic phone call to Doel produced the offer of his Javelin trailer which was at Blakeney. I drove to Blakeney. If we aborted our planned practice sail and left Norfolk at midnight on Friday.

We would have nine hours to tow the empty trailer to London, load the Lark and its trailer on board and make Saturday's first race at 0845 hrs.

David didn't turn a hair at these proposals and Debby (his lovely wife) set to preparing nourishment. Little by little the massed resources of good will and enthusiasm for the Seafly were being brought to bear. Even the old man was dragged out to change the flat on his trailer—replacing it with the spare mini wheel that David delivered from Sherringham. The limits of Dad's co-operation and 'fatherliness' were reached when he realised that I wanted his car as well! So I beat a hasty retreat from Blakeney to try and snatch an hour's sleep at the Bloggs.

It all worked!! and our amazing lash-up of two trailers and two lighting sets drew up at Burnham Corinthian at 0645 hrs. David and I climbed out of the car with as much nonchalance as we could muster.

The launch at Burnham, for those who have not experienced it, is worth describing. In order to avoid premature suffering from exposure, crews are discouraged from early

launching. The first race start was scheduled for 0930 hrs—we launched in good time at 0845 hrs.

Suddenly it begins. A crew will rush the up-ramp—hesitate at the top to be checked over by a couple of busy amazon's who body-search you for signs of inadequate clothing and then down into the swirling estuary.

—“Hell David!” the Lark is tippy compared with a Seafly—and so begins the ‘hairy rolling run, downtime to start.

There were 3 heats on Saturday. The wind was blowing 5–6 from the North-West and it was freezing in the shade. We lined up for the first start in the oldest boat of the fleet. Conspicuous in our rustic, east coast dress—Balaclavas and old jumpers—we were surrounded by new boats and new sails, steered by well rehearsed modern yachtsmen. It quickly dawned on us that these guys meant business and that they would all be on the line at the gun!

The first race was more of a familiarisation exercise. A reasonable start saw us placed half way down the fleet at the weather mark. We maintained this position to finish 11th.

Race Two We were getting cold! and were feeling the effects of the previous 24 hours. This was reflected in my poor start. However, we got the tide right up the second beat of the triangle course and finished in 9th place. This gave us encouragement and after a hearty lunch we managed to complete *Race 3* finishing 12th and feeling well finished!!

Sunday was a glorious day. The sun shone and the wind was a variable westerly, of force 2–3—perfect! We felt suprisingly fresh after 13 hours of sleep.

It dawned on us during *Race 4* how sensitive the Lark is in these light conditions. A flick of the tiller and you've tacked before you know what's hit you.

Hurriedly trying to learn from sailors around us, the neat roll tack/roll gybe techniques we fumbled through to finish 11th.

Our consistency up until *race five* was beginning to show. Roughly halfway down the fleet of Twenty Two competitors.

The last two races were to be our best results. We were thinking less about our handling of the boat. Davids expert crewing and agility carried my more clumsy style and concentration on the race tactics became easier.

Two good starts and full concentration gave us final placings of 8th and 5th and completed a seven hour stint of very intense and enjoyable racing.

After the last race we decided to attend to the good old steed first and having put her to bed (on the Lark trailer, on the Javelin trailer) we headed for the showers—*En route* we encountered one of the host committee who congratulated us on our—“very fine effort”—We guessed then, that we may have been placed in the top ten overall. But us **7th!!**—and very pleased.

Prizes were given for the first six—what the hell! next time we'll win. A good reception back home at Blakeney. Even Dad managed a brief grin of approval.

And congratulations from all of us, Erik and David, for a superb effort.

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 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 last season and runner-up in the Nationals. New suit of Quay sails, Proctor Epsilon mast, cover and launching trolley. Adrian Summers, Christchurch 476978.

STARCROSS YACHT CLUB

Seafly Social

on
FRIDAY 14th MARCH, 1986 at 8pm

at

Devon Motel (*Exeter By-Pass*)

Come to the Seafly buffet/dance and start the '86 season with a bang! Although this is a Starcross event, the Starcross Seafly sailors would be delighted to welcome any Seafly sailor from any other club.

Why not spend an early weekend in the Westcountry. Accommodation can easily be found for anyone who would like to join us.

Tickets available from:

Colin Tucker

Tel: Office 54527 (Exeter)

Home 4904 (Topsham)

Price £8.00

SEAFLY DINGHY CLASS ASSOCIATION

Application for Membership—1986

Please complete in BLOCK CAPITALS

Name

Status: Full/Associate (helmsman/owners must be full members)

Address

.....

Telephone No.....

Post Code.....

Sail number of boat.....

Name.....

Club

I enclose a membership fee of £5 for the year commencing 1st January, 1986.
(Cheques should be made payable to Seafly Dinghy Class Association.)

Signed..... Date.....

Please send to the Treasurer: EDDIE SPICER, West Yelland, North Tawton, Okchampton,
Devon EX20 2AB.