

MINT

SPRING
1991

SEAFLY
DINGHY
CLASS
ASSOC.



Seafly in the '90s

NEWSLETTER



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DISCLAIMER

The views expressed in this newsletter are those of the contributors and are not necessarily those of the Committee and in no way do these vary the Associations or Class Rules.

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One advantage of doing the Editorial last is that you can get a feel from the letters coming in of peoples attitude to the newsletter and sailing in general. The response to the newsletter is quite good although we could do with a few more letters from the cruising fraternity with regards cruising at the Nationals. Thankyou Andy Norman for your interest, I hope you can persuade one or two more to come along. What about Starcross is there any interest there?.....

Going back to Andy's letter about his exploits at the 1989 Nationals this highlighted the importants of checking the buoyancy, Fleet Captains please take this seriously, if, after a visual check you are not sure about there effectiveness then do a water test. It is quite good fun. If Andy had capsized while cruising with the family I dread to think what might of happened. Even those who are not in the Association and do not have a certificate should be checked. If only for peace of mind **"GET YOUR BUOYANCY CHECKED"**

SAD NEWS

Regrettably I received the sad news that Colin Dorbon of Highcliffe S. C. died suddenly from a heart attack on Saturday 27 April. Colin has been sailing for many years and has had a Seafly for about 22 years. I talked to him on a few occasions on the telephone and he told me how much he was looking forward to this coming season. I am sure you would like me to extend our condolences from all those in the Association to his wife Wendy and daughter Tania.

THE FUTURE

I had a nightmare recently about the end of the Seafly Class, unfortunately this could be fact if we don't bring a few more youngsters into the class and promote the Seafly by advertising and have new boats ready to sail "off the shelf" . If somebody has got the money they don't want to wait a year for one to be built, or alternatively they may not have the skills or inclination required to refurbish and old Seafly. Unless something improves in the next few years then I think the Association will not be around in five years time. There is a lot of competition out there and it won't matter whether your boat is the fastest, safest, cheapest, easiest to sail, and have all the latest gear, you must back it up with a well thought out plan to promote the boat..... I am afraid I can't see one at present.

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	31st Dec 1991	31st Jan 1992

Mike Robinson

The Editor having reminded me again of the deadline for this edition, caused me to cast about to recollect the events of the winter months. I recall there has been some wild and bitter weather and the Dinghy show at Crystal Palace.

Having spent half that time abroad, I missed most of it including the Show, which is reported elsewhere. By all accounts, the new May/Summers composite, now owned by Paul Taylor of Highcliffe, made a brave display. We look forward to seeing it round the circuit this year.

There have been few acts of a dynamic executive nature so far in this Chairman's tenure. In fact, it proved too bold a promise to have the boat on the water for the Bloody Mary Pursuit Race in January. One Seafly did venture as far as the dinghy park that day, but strong rope was necessary to hold her down on her trailer. That race was finally abandoned.

It has been left to past Chairman, David Hughes, to fly the flag in recent months. This he did most nobly at Draycote and at the Top Dog Trophy. Now that the burden of Chairman has been lifted from his shoulders, David seems to have more time for sailing.

Dynamic activity hardly seems called for when the vital signs of the Class seem to be good. We are in credit at the bank, we are in touch through the Newsletter and the Secretary ensures we are in order. There is recent news of the production of a Cruising Seafly.

What remains is the enthusiasm to sail the boat which seems undiminished. The old regulars are certainly in evidence at Highcliffe and there is also evidence of some old irregulars with the resurrection of resolution sailed by Alasdair McPherson and Martin James. In spite of freezing Northerlies they were one of the crews seen to be practicing capsized drill in Christchurch Bay in recent weekends. One might have thought it to cold for such dedication.

By the middle of August the water will be much warmer and we are looking forward to welcoming you all there for this year's National Championships. We can promise you a good time.

Ian Mansfield

SECRETARY'S REPORT

1. National Championships-1991

The 1991 National Championships will be hosted by Highcliffe S.C. from 11-17 August.

Highcliffe S.C. at Mudeford Quay, Dorset, has a reputation for well organised events. Racing takes place a mile or so offshore in Christchurch Bay over an Olympic course. There will be a Practice come Long Distance Race for the Brixham Trophy on the Sunday and this will be open to cruising fleet to take part in. Then from Monday to Friday there will be five daily Championship races, with the best four results to count for overall points. Launching inside Christchurch Harbour is a piece of cake and one sails or walks the boat down the 'Run' to the open sea - no problems.

The clubhouse has excellent facilities and good hospitality is assured. On the social side the Annual General Meeting will be on the Wednesday evening, and the prizegiving will be on Friday and probably lots of other activities.

Details of camping, accommodation and entry details are in the Section for the Nationals.

A weight check will be carried out on the Saturday/Sunday on the first five boats in last year's Nationals, plus five other drawn at random.

It would be nice to see some new faces at this event. Don't be afraid, although the competition is keen at the front of the fleet there are many at the other end who never expect to win but come every year just to enjoy a weeks' sailing and meet old friends. Everyone has to start somewhere and you will be assured of a warm welcome. I hope we can expect some better support from Starcross this year.

2. National Championships - 1992

Every fourth year the Nationals are traditionally held at a West Country venue. Unfortunately Starcross Y.C. does not have water suitable for a national event, so we have to arrange another place. Originally we went to Plymouth several times and more recently to Brixham Y.C. For next year the Committee has unanimously decided to approach Rock S.C, near Wadebridge, in Cornwall, spoken highly by several members and classes who have sailed there.

Rock S.C. has agreed to host us for a week in late July or August, depending on the Tides. Racing takes place in the Camel Estuary and it is hoped to set Olympic courses, albeit with rather shorter legs than normal. The area around Rock is very popular for holidays; there are good camping facilities and plenty of other accommodation. Nearby are several excellent bathing and surfing beaches and some wonderful coastal scenery.

SECRETARY'S REPORT

Although Cornwall sounds a long way off, once the boat etc is hitched up a few more miles do not make much difference. In fact Rock is only 50 miles further than Plymouth and the A30 beyond Exeter is almost all dual carriageway.

3. Sallboat '91

At this Year's Dinghy Show we had Paul Taylor's "Summers Breeze", C652, on display. This boat was completed in 1990 by Adrian Summers from a hull shell built by C.M. Marine and won the 1990 National Championships. Its' immaculate finish and workmanship attracted a lot of attention - there were not many composite boats on display and the wooden decking and sidetanks compared very favourably indeed with the all-GRP rivals to be found elsewhere.

I am indebted to Paul for delivering and setting up the boat, to Mike Robinson for providing the video display and all those who helped to man the stand during the weekend. Once again it was an enjoyable occasion. Incidentally, we received a pat on the back from Jonathan Clark in Yachts & Yachting for the the Seafly leaflet, of which 200 were handed out.

4. Subscriptions

There are a lot still to come in. We do need yours and if you have not sent it off PLEASE DO IT NOW! Cheques payable to the 'SEAFLY DINGHY CLASS ASSOCIATION for £7 (Full member) or £4 (Associate) should be sent to the treasurer: Tim Hoyle, 'The Coppice', 26 Elphinstone Road, Highcliffe, Christchurch, Dorset, BH23 5LL. An S.A.E. to acknowledge your sub with a membership card would be appreciated.

5. New Members

Welcome to the following:-

Stephen B. Cammell	C503	Maidenhead, Berks.
Colin Dorbon	C156	Highcliffe S.C.

Colin joined the Association as a result of seeing the new-style Newsletter - a credit to our Editor.

6. Sweatshirts

What about treating yourself or your loved ones to a new Seafly sweatshirt or sweater for the summer? Available to order in 10 colours and four sizes with an embroidered Seafly logo.

Sizes: Small (34-36"), Medium (38"), Large (40"), Extra Large (42-44").

SECRETARY'S REPORT

Colours: White, Black, Navy Blue, Royal Blue, Sky Blue, Lemon, Bottle Green, Burgundy and Red.

Sweatshirts are crew-necked in 50/50 cotton/acrylic at £11.50 each, Sweaters are V-necked in 100% acrylic at £12.50 each.

No price increase this year. Orders from the Secretary (address on page 2) as soon as possible please.

7. Invitation Events

The Class was represented at Draycote Water Silver Salver Pursuit Race By David Hughes and Paul Taylor. David also sailed in the Topper Top Dog Trophy at Walton-on-Thames S.C. The results are reported elsewhere.

Lymington Town S.C. are holding their annual Charity Pursuit Race in aid of "Children in Need" on 16/17 November 1991. There is a Practice Race on the Saturday followed by the Pursuit Race on Sunday in two classes: PY 125 & under, and PY 126-175. The Entry Fee is £5 and entrants are encouraged to obtain sponsorship to raise money for the appeal. Further details later.

The Committee hopes that the Inland Championships at Spinnaker S.C. can be arranged for Saturday 16 November so that competitors can then enter for the LTYC Pursuit Race next day.

8. Boats for sale

See Boat Mart at the end of the Newsletter for the latest list of boats for sale. If anyone has a boat on the market, or knows of any of these boats which have been sold, please give the Secretary a ring on 0548 852972.

SEAFLY DINGHY CLASS ASSOCIATION

NOTICE OF THE 1991 ANNUAL GENERAL MEETING

The Annual General Meeting of the Seafly Dinghy Class Association will be held as usual during the National Championships on Wednesday, 14th August 1991, at 20.00 hrs at Highcliffe Sailing Club, 'Sea Vixen', Mudeford Quay, Christchurch, Dorset.

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 Meeting, under Rule 8 of the Constitution. They must therefore reach the Secretary: Alen Green, "South Cones", 10 Higher Warren Road, Kingsbridge, Devon, TQ7 1LG, not later than 17 July 1991, otherwise they cannot be considered.

PROMOTION MATTERS

Nothing to report

FUTURE EVENTS

18/19 May 91	Blakeney Open Meeting
15/16 June 91	Highcliffe Mono-Hull Open Meeting
13/14 July 91	Seasalter Open Meeting
13 July 91	Totnes to Torbay Dinghy Race - details enclosed.
20/21 July 91	Starcross Open Meeting
11/16 August 91	Seafly Nationals, Highcliffe
7/8 September 91	Worthing Open Meeting
16/17 November 91	Charity Pursuit Race, Lymington Town SC

Fleet Captains please let me have details of open events as soon as they come available.

CRUISING CORNER

NEW CRUISING SEAFLY

News is filtering through from Colin May that he is completing the long awaited cruising version of the Seafly and is being prepared for an unknown person. He has asked the Association for dispensation for measurement changes to accommodate his redesigned interior layout. Hopefully we should see it at the Seafly Nationals.

If anybody else is interested in a Cruising Seafly then give Colin a ring.

NATIONALS CRUISING FLEET

A couple of people have shown interest in cruising at the Nationals. If you know of anybody else who might be interested, then get them to join the Association as the Newsletter is only going to paid up members.

SEAFLY NATIONALS

Nationals news

I have negotiated with a local firm DISTEC to produce special edition 'T' shirts and Sweatshirts for the Nationals. They will have a two colour design on the front depicting a an image of a Seafly with a spinnaker and the words "SEAFLY NATIONALS 1991, CHRISTCHURCH BAY"

TO ORDER YOUR 'T' SHIRT OR SWEATSHIRT SEE THE SEAFLY NATIONALS ENTRY FORM

IF WE GET MORE THAN 50 'T' SHIRTS AND SWEATSHIRTS ORDERED THEN WE WILL GET £1.50 OFF 'T' SHIRTS AND £2.00 OFF SWEATSHIRTS.

The quality is very good, I can recommend the 'denim' colour. I will try and get a sample ready for the Highcliffe SC Mono-Hull Open Meeting.

SEAFLY NATIONALS

SUNDAY AUGUST 11th to FRIDAY AUGUST 16th

To be sailed in Christchurch Bay, under the burgee of the Highcliffe Sailing Club.

NOTICE OF RACES

RACES All races will be sailed under the current I.Y.R. Rules, R.Y.A. prescriptions, 'Seafly' Class Rules, and the sailing instructions issued by the H.S.C. for this Championships.

<u>RACE</u>	<u>START TIMES</u>	<u>1st HW</u>	<u>START</u>
Practice Race	Sunday 11th Aug	10:30	11:00
1st Champ Race	Monday 12th Aug	11:14	11:00
2nd Champ Race	Monday 12th Aug (2nd)	14:28	ASAP
3rd Champ Race	Tuesday 13th Aug	11:58	11:00
Longdistance Race	Wednesday 14th Aug	12:44/15:50	11:00
4th Champ Race	Thursday 15th Aug	13:27	12:30
5th Champ Race	Friday 16th Aug	14:16	13:00

BRIEFING At H.S.C. Sunday 11th August at 09:00hrs.

VENUE The H.S.C. is located at Mundeford Quay, Christchurch, Dorset.

ENTRIES The Entry Fee will be £55 for racing and £25 for cruising, but if paid before 1st post 8th July, £45 for racing and £20 for cruising will be accepted.

Cheques payable to Highcliffe Sailing Club.

REGISTRATION Sailing Instructions, List of Entries, Courses will be issued on arrival at H.S.C. against production of:-

Valid 'Seafly' Class Association Membership Card, and Sail and Boat Measurement Certificates, with buoyancy endorsement.

All boats must Sail under their own registered Sail number, unless prior to Sailing, written consent has been given by the Principal Race Officer.

It has been agreed by the Seafly Dinghy Association that the first five of the 1990 National Championships and five boats randomly selected throughout this years entries will be weighed on the Saturday or Sunday.

SEAFLY NATIONALS

INSURANCE It is the responsibility of each HELM to ensure that they have adequate INSURANCE COVER, with a THIRD PARTY RISK of £500,000 MINIMUM.

MEMBERSHIP The H.S.C. invite all competitors, their friends and families to be temporary members of the H.S.C. for the duration of the Championships, and as such they come under the jurisdiction of the H.S.C. Rules.

DINGHY PARK Will be on the harbour side of Mudeford Quay, by the direction of the Dinghy Park Warden. In no circumstances are cars allowed to be parked on the grass area with the dinghies.

CAR PARKING Weekly car park tickets are available from the parking meters on Mudeford Quay. Car parking is under the control of the Christchurch Borough Council, tickets must be displayed at all times. Please ensure that you get your tickets immediately on arrival on Mudeford Quay.

CATERING Refreshments will be available in the Club House. A licensed bar will be in operation every day, open 12 noon till 10:30 PM.

ENTERTAINMENT

Friday	9th	August	Bar open Early Birds welcome.
Saturday	10th	..	Club House & Bar Open.
Sunday	11th	..	Club House & Bar Open.
Monday	12th	..	Social Evening, Commodore of H.S.C. reception. Visit by His Worship the Mayor of Christchurch.
Tuesday	13th	..	Barn Dance.
Wednesday	14th	..	'Seafly' Class A.G.M.
Thursday	15th	..	Games on the green.
Friday	16th	..	Buffet and Prize Presentation.

PRIZES Will be given by the H.S.C. for the winning Helm and Crew in each Championship Race and the Practice Race. And the first six boats Helms and Crews overall in the Championship Series. This is subject to a minimum entry of 25 boats. Prizes given may be adjusted according to entries.

ADDITIONAL PRIZES - Amazing Crew Trophy, 1st Lady Helm or Crew, Veteran Trophy (over 50) and Admirals Cup for the Longdistance Race.

TECHNICAL BITS and PIECES

TRAILING - THE PRACTICAL SIDE

In recent years we have seen continuous improvement in the design of hulls and fittings, but because a trailer is a necessity it is a means to an end and thus does not command the same importance as a new suite of sails. Evenso the comparative cost of trailers has come down. The quality of trailers has improved, in the past most were painted but even specially built trailers can be 'galvanised, and suspension, wheels mudguards etc are much improved.

But unfortunately they still need maintenance and regular inspections. Especially tyres and hubs. Don't find out the hard way that the grease has dried up, the bearing overheated, the wheel seized up doing 60 MPH and guess what 'missed the first day of a regatta'. Have you ever tried to get a tyre repaired on a Saturday afternoon or Sunday morning?

Bearing maintenance is an important exercise. When making an inspection remove the hub cap and look in. If it looks clean and well greased and there is no rumbling noise when the wheel is spun, then just check the end float (movement at the tyre). This can be adjusted, but only on tapered bearings. Allow a maximum of 0.15mm.

This can easily be done by removing the split pin and tightening the castle nut, but be careful not to overtighten as the hub must run freely. The old rule is: tighten the nut, then undo one flat. It is fair to say that there are more tapered bearing hubs than plain journals, but in the case of checking these hubs, just make sure they are well greased. In both cases seek professional advice if there is rumbling noise, or rust visible.

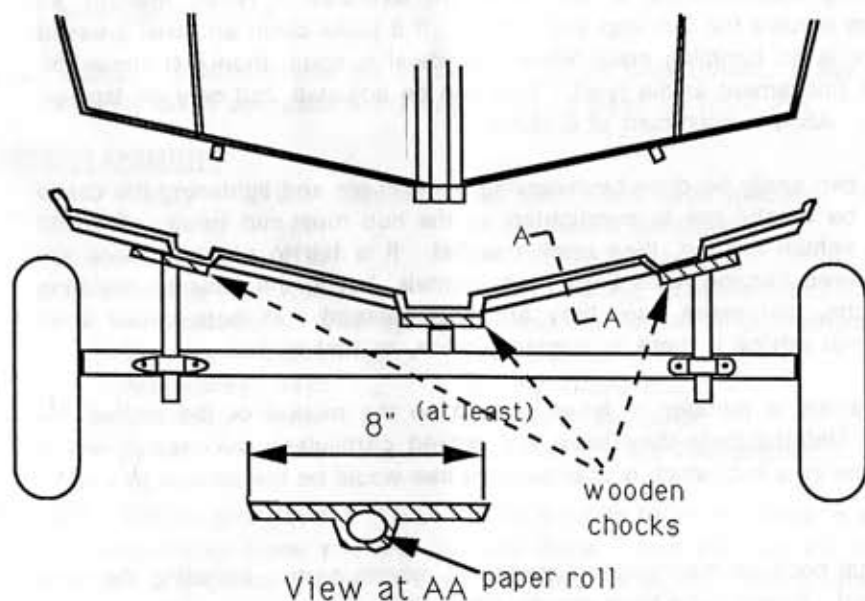
There are a number of types of hub on the market of the sealed life variety. Unfortunately they have not proved particularly successful, which is a shame as a hub which is maintenance free would be the answer to a lot of prayers.

A final point on maintenance grease all moving parts. Including the hitch attachment. If your hubs have grease nipples use them.

TECHNICAL BITS and PIECES

TRAILER SUPPORTS

Because of the large unsupported floor of the Seafly a full width hull support is necessary. Rollers put to much pressure in a small area and can damage the paint work on wooden boats and the 'Gel' coat on GRP hulls. The majority of the weight should be taken by the centre of the support where it touches the keel band (See fig 1), the outer uprights should be adjustable and positioned about 4" in from the chine. The width of the support should be at least 8" and covered with carpet, but watch out for sand and grit getting embedded in the carpet fibres.



It is quite easy to make your own chock out of glass fibre matting and resin. C.M. Marine will make one at a reasonable price.

TECHNICAL BITS and PIECES

If you feel you would like to make your own then the following method should help you on your way. I have made one using this method and Colin May made me one using a very similar method.

METHOD

Turn the boat upside down, mark where you would like the trailer to go, place a piece of polythene strip (15" x 7") over the hull. Place wooden chocks about 3/8" thick either side of the keel and bilge rubbers (to compensate for the carpet etc.) underneath the polythene.

Try and get glass fibre matting the correct width (8") and lay this on the polythene, thoroughly wet-out the matting and hold it in place with small weights, but before it goes off completely remove the weights and then apply a second and third layer of matting. Now place the paper tubes (1-1 1/2") in diam between the bumps of the keel and bilge rubbers, they do not need to be very thick. Now cover the tubes with 8" matting until a reasonable thickness is achieved (about 3-4 layers).

Cut some wooden chocks about 6" x 4" x 1" thick and place these where you want to screw your trailer onto the support, use odd scraps of matting and glass fibre filler to fare the wooden chock into the support. When it is dry screw the trailer support legs into the wooden chocks and lift the trailer and support of the boat. Trim the edges of the support and cut a piece of carpet so that it overlaps the outer edges and stick it to the support with Evostick contact adhesive. I reinforced the centre section with sticky tape, otherwise, pulling the boat on and off the trailer will rub the carpet off the support in a very short time.

TECHNICAL BITS and PIECES

TRAILING LEGALITIES

Special regulations about loads and projections which have relevance to us as trailers of boats are out lined here:

- Maximum speed for a car-trailer combination is 50 mph on ordinary roads, 60 mph on motorways and dual carriageways.
- The third lane (overtaking lane) on motorways is out-of-bounds when towing.
- After dark you must have lights, reflectors and turn indicators functioning, and it hardly needs saying that the number plate must be that of the towing vehicle.
- If there is a rearward projection of more than 1 metre, the lightboard must be positioned so that it is no more than 1 metre from the end of the load.
- Projecting outboard motors must be covered with a heavy duty pvc bag, preferably a bright colour.
- Trailers up to 750kg load need not have brakes if the towing vehicle weighs at least twice that.
- The total weight of the trailer (Gross) must be displayed near the front of the trailer.
- Crossply and Radial tyres must not be mixed on the same axle.
- Mudguards or something similar must be fitted over the wheels to catch - so far as practical - mud or water thrown up by the wheels, unless adequate protection is afforded by the body of the trailer.
- It is generally accepted that a 50mm diameter couplings are to be used, but you may find old trailers with 2" couplings or even a 2" ball coupling. You can recognise the 50mm diam ball by a flat on the top of the ball, sometimes marked with ISO 50MM.
- Fog lamps should be fitted to trailers over 1.3M in width, but very should be to the offside of centre line of trailer.
- Number plates must be of the reflective type and be illuminated, stray light through a clear window from the sidelight is acceptable.

THE STANDARD WIRING CONNECTIONS

PIN	No	COLOUR	FUNCTION
1	L	Yellow	Left-hand Indicator
2	54G	Blue	Rear Fog Lamp(s)
3	31	White	Earth
4	R	Green	Right-hand Indicator
5	58R	Brown	Right-hand Tail Lamp
6	54	Red	Stop Lamps
7	58L	Black	Left-hand Tail Lamp

EVENT REPORTS

DRAYCOTE SILVER SALVER

The 17th Draycote Silver Salver or sometimes known as the "Two-of-a-Kind Rally" took place on the 23rd March in a cool force 1-2 wind. The entries are by invitation only to the top helms in each of 59 classes, on the day 50 classes were represented, the Seafly Association by David Hughes second in the Nationals and Paul Taylor winner of the Travellers Trophy.

Simon Taylor crewed for Paul and yours truly Mike Robinson crewed for David, well when I say crewed, by the end of two hundred minutes, I was just about getting to grips with things at the sharp end. (I promise Simon, I won't shout at you again, now I know what it is like!).

You might think that the two Seaflyies would help each other in an event such as this, 'not on your Nelly', as ever, the competition is still as fierce as though it were the Nationals and no quarter given. David was a bit early at the start and with the port end mark looming ever closer, David had to luff up, when the start gun went we where in "Irons" unable to go-about with starboard tack Laser's bearing down on starboard and the mark a foot away on the otherside. Paul shouted "starboard" and was forced about by our position. We eventually got out of reverse gear and went of on Port tack. David and Paul had a few words and David decided to 'Gyrate'.

Even though there where so many boats we managed to keep out of any more trouble and had a very pleasant sail. With 97 boats on the water and the fleet gradually getting tighter and tighter it makes very interesting racing. When a Flying Dutchmen gives you dirty wind you know about it, and in the light conditions it was important to go for clear wind. The rounding of marks got more and more congested and by the last leeward mark we where in a butch of 20 boats fortunately in the inside position. Altogether we had overtaken about 30 boats and about 30 boats had overtaken us. Paul was about 50 yards ahead by the finish and our final position was 50th and Pauls was 40th.

The winner was an International Moth, 2nd a Merlin Rocket, 3rd an Albacore helmed by Mike Holmes, an old adversary from my Enterprise days in the North of England.

Mike Robinson

SEASALTER

I hear that poor Eric went out at Easter in his Dart 15, got very cold, and ended up with 'Purisee'. He says it hurts when he laughs, I can't imagine Eric not being able laugh and smile. On behalf of all Seaflier's, I am sure they would like me to send you "best wishes for a speedy recovery".

OPEN MEETING UPDATE - July 13/14

There will be **Four** races **Three** to count.

First Race - Sat 13:30, Second Race soon after. (HW 14:53, 5.8')

Third Race - Sun 14:30, Fourth Race soon after. (HW 15:38, 5.9')

WORTHING

Not much activity on the 'Water' yet but, on shore, Brian Robinson has taken over the Fleet Captaincy. He can be contacted on Tel 0903 763360. Good luck Brian in your new job and thanks to David Stewart for keeping the enthusiasm going at Worthing for quite a few years.

SOUTH CERNEY

Another casualty of the winter lay-off is Dave Tarrant who was twisting (no not that, his body!) and I don't think he was 'Dancing', and has now severe back pain. Again Dave I am sure that all Seaflier's are sorry to hear of your injury and hope you get well soon.

He also tells me he won't be able to make the Seasalter or Starcross Opens and he has been put of by the 7 hours 'On-the-water' at Highcliffe last year, mainly because of generals recalls delaying the start of following races. This year we are going to be more strict with PMS's, with 'Round the ends Rule' and any classes with a general recall will go to the back of the queue, so that every class will have an attempt at starting at their scheduled time.

HIGHCLIFFE

Again a slow start to the season with many races being called off because of high winds and problems with Rescue boats. Paul Taylor has exchanged his Seafly 'Sioux' 624 for the National Champions boat 'Summers Day' and Adrian will be racing 'Sioux'. Mind you whichever boat Adrian has got he will be a "force to be reckoned with".

INTRODUCTION

This section is intended as a guide to help you sail faster and more efficiently. As you sail along in the middle (or back!) of the fleet, it is all too easy to loose sight of the basic tuning criteria that will help you go faster.

As in all things, many helmsman and crews will have different ideas as to what makes them go faster. I hope this guide, which is based on Mike Lennon's booklet "Sail Tuning" and my own experience will be of help to beginners and the experienced alike.

SAIL OPTIONS

Present sail design has never been as better. The sails from most reputable sailmakers can be used in most conditions and the days of different sails for different conditions are gone, that is for club racing. For top Olympic sailing then choices are still available. But more care is required to keep the present day sails in good condition. You might say my 15 year old sails look alright, there are no tares etc, don't forget your sails are your engine. You will probably find that an old set of sails has got a bit of leach sag, that battens are of a heavy type, the surface of the sail is not smooth, the sail is porous and above all it has got permanent creases in it.

When designing a sail for a given class manufacturers look at the role the sail has to play. Some classes are more easily over powered than others. Is the sail going to be used on a stiff or flexible rig, a trapeze or hiking boat? These factors and others will determine the development track and cloth type.

However, boatspeed is not just a matter of selecting the right sailcloth for a product, nor of designing the optimum chord depths and draft position for any chosen sail. The dynamic elements of boatspeed involve each and every one of us who ever steps into a boat. It is the choice of the right amounts of mainsheet tension, the best angle of attack for the mainsail and the interaction of kicker and cunningham. Only if we know how to set up sails to the best advantage for different wind and sea conditions will we get the best out of them.

In this issue we will look at the Mast and Rigging, then the July issue the Mainsail, followed by the Foresail in the Autumn and the Spinnaker in the January issue of the Newsletter, or You could write of to Mike Lennon of Hyde Sails for you own copy.

Sail Cloth and Construction

open. Sail 'B', except for use on the most over-powered dinghy, is badly engineered. The cloth has not been aligned with the leech and unless a very firm, heavy material is used, it will stretch badly down the leech, causing great power loss. Sail 'A' is the most common and successful solution for most dinghies with slight variations to panel alignment depending on cloth type etc.

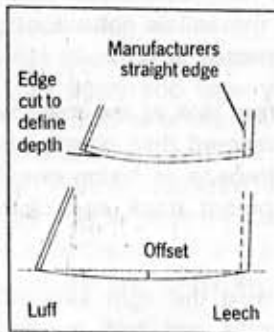


Figure 2. The shape of the curve, i.e. a flat front and round back, or vice versa, or a flat front and flat back – but with the same offset – will directly effect the shape of the sail. Other factors effecting shape are luff curvature and the amount that the shape of one seam will effect the next. For example, a very full base area would feed depth up the sail but great care would then be needed so as not to make the middle and upper sections over-full. Consistency is the name of the game in sail making; developing a method of patterning and construction which will cut down on errors is essential.

Square weave material (with an equal amount of threads in its warp and weft) normally possesses the most even qualities for 'gust response' and, providing the correct weight and firmness of material is selected, it will also possess the qualities required to maintain power further down the range.

As conventional woven sailcloth ages, it does so in a way which affects the efficiency of the sail. The aging is the breakdown of the resin which results in a dramatic increase in the bias stretch of the material i.e. the stretch at 45 degrees to the edge. This causes the sail to become fuller than it was designed to be, particularly in strong winds when the loads are higher. The cloth stretches across the bias much more than the warp or weft, so although the sail's leech is still relatively firm, it becomes fuller. The best way to ruin performance in heavy winds is to put up really old sails!

Mylar laminates have not caught on in the dinghy classes in the same way as they have in bigger boats. A number of classes banned laminates from the outset on the basis that they were expensive and did not last. Whilst this may have been true ten years ago it certainly is not so today and a good case can be made for reviewing those decisions. However even in the classes in which laminates are allowed they are not used universally. This is because they are very stable and, possibly more significantly, they stretch the same amount on the bias as they do on the weft and warp. This means that they are only suitable for rigs with minimal mast bend throughout the wind range. In general Mylar sails tend to lack gust response and therefore to work best in full power conditions, they also need more adjustment than Dacron sails to maintain optimum boatspeed. The potential weight saving which is vital in bigger boats is not as significant in the dinghy classes.

The construction of a sail – the way the panels are positioned – will affect the power available from it. See Figure 1.

Seamshape or 'broadseaming' is the term used to describe the amount of curvature in a panel. The position, depth and shape of the seam will obviously effect the way a sail performs. See Figure 2.

Masts and Rigging

Several points must be considered when choosing your rig which are, generally speaking, as follows:-

1. The crew weight you will usually sail with.
2. The popular sections already in use in your class.
3. The rig control permissible for your class.
4. The time available to perfect your tuning and sailing.

If you are particularly light for your class compared to the average sailing weight, you may need a more flexible section than the class norm. If you are heavy, vice versa.

If your choice of spar is restricted by rules, then the way you set up spreaders and rake will have some bearing on your all-up crew weight. This is covered in more detail later.

The controls you are allowed should have a great effect on your choice of mast. If you are allowed a stuff luff underdeck halyard, lower shrouds or devil struts with adjustable shrouds, then the use of a small section mast for heavy-weights becomes a viable proposition. This effectively keeps down all-up sailing weight thereby reducing pitching moment and windage.

The time available to practise should be taken into account. If little time is available then a 'middle-of-the-road' user-friendly rig is required. For example, a Fireball sailor might choose a Proctor D or Superspar M3 as might owners of many other classes including 505's, Merlin Rockel's and Scorpion's. Getting this type of rig to work 'off the shelf' is relatively easy, especially if you follow the measurements given in the tuning sheets which are usually supplied with the rig.

On the other hand, with a stiff rig it is more difficult to get the best performance right through the wind range and constant adjustments of various controls are required to keep the rig working efficiently. Thus more time is needed to perfect your sailing and to experiment with various control settings.

A good starting point for the rig selection procedure is to look around the class to see what other people with similar crew weight use.

Spar manufacturers will also offer advice if any uncertainty persists and bear in mind that advice is always readily available from the Hyde sail loft.

Stiff or Straight Rigs

In broad terms there are two types of rig in common use which are usually categorised as pre-bent or flexible rigs and straight or stiff rigs. There are, of course, degrees of variation from the two basic and opposed types. In theoretic terms we will look at the two extremes.

The basic principle of the straight or stiff rig is to maximise the projected sail area by reducing overlap and increasing mainsail roach area. This is achieved due to the mast being kept straight in the fore and aft plane, thus a reduction in luff curve or seam shaping is required to stop the sail from becoming over full. This reduction in luff shape pushes the cross width measurement aft into the roach and this increases the

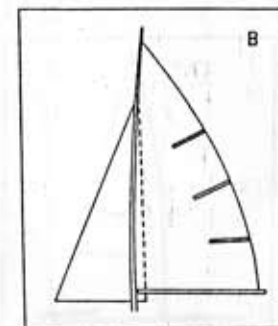
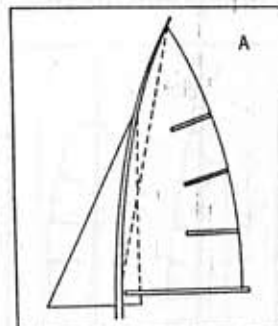


Figure 3. When going to windward 'A' has more overlap than 'B' and thus less projected sail area. Although in real terms the difference is small due to the angle of attack whilst travelling to windward, a greater gain in area comes with the broader points of sailing.

Looking from the side, the basic area of the two sails is the same. If we now look from behind, and reposition the boom as we would set it when running, the projected area of 'A' would be that area shown aft of the dotted line running from head to gooseneck. If the mast is straightened, all that is achieved is a very large amount of fullness just aft of the mast.

Masts and Rigging

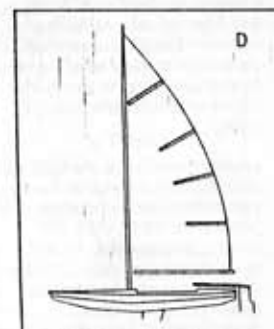
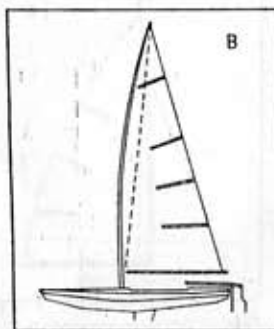
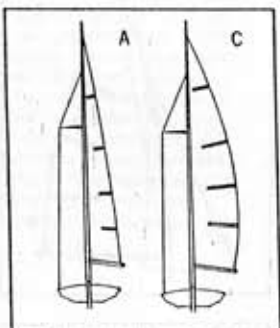


Figure 4. This shows the rigs' relative areas when running. Unless the mast is rotating, the diagram shows how projected area changes as your view point changes. With a rotating mast, the view at B would remain constant as you bear off, because the whole rig swings around - not just the boom as in A. It can be seen that with the straight rig (C, D) there is a slight gain in projected area.

projected area, especially on broad legs of the course.

There is also a gain in rig stiffness creating more power to propel the boat. For example, as a gust hits the rig, there is little give in the mast and so none of the wind force is absorbed by the rig; all the power is transferred into propelling forces. So this style of rig is very unforgiving - but potentially very powerful.

A straight rig is very good in the lower wind range in steady conditions. It is disadvantaged against the pre-bent rig in stronger, gusty winds. The straight rig needs more attention to get the best from it and thus more controls are required in general.

Strutting and mast rake will need adjusting as the wind changes and with some classes, excessive mast rake and the use of the cunningham and a strut would be needed in extreme conditions.

Pre-bent or flexible rigs

These rigs are relatively easy to use and are often referred to as self-adjusting rigs. Compared to a stiff rig, less tension is used, the spreaders are swept further all and smaller mast sections are possible.

The basic theory is that as the loads increase on the rig, it will bend more, thus flattening the sail and releasing the leech. In gusty conditions, much of the power of the wind is absorbed through the give in the spar.

Pre-bent rigs need careful tuning in the lower wind range. With trapeze boats this is especially the case and early depowering can occur where the crew is out on the wire - the mast bends, the leech opens, the sails are sheeted in causing more mast bend and opening of the leech resulting in a loss of power and the need for the crew to come in. The mast then is straightened causing the leech to tighten as the main sheet is let out, the power comes back on, the crew moves out and the whole process begins again. A way to prevent this is, as the crew goes out on the trapeze, apply more strut to maintain depth and leech tension.

Bear in mind that this problem only occurs generally in one small wind band on badly set-up rigs and can be avoided by careful spreader setting, mast rake and use of the strut.

The pre-bent rig needs less adjustment to maintain good speed - and thus less controls - so that the helmsman can concentrate on other things. In general terms, the pre-bent rig works at 90% efficiency for most of the time, whereas the stiff rig works at 100% efficiency for some of the time. It's a question of personal preference but potentially we believe the stiff rig can be consistently faster when used at its best.

When it comes to the choice of sail type, pre-bent rigs will require slightly softer materials, as firmer materials will not take the mast bend changes.

Rig Controls

Once the basic setting-up is done - mast position decided, spreader deflectors set - the use of the other adjustable controls can be likened to the gear box of a car, albeit slightly more complicated.

Masts and Rigging

The controls should be readily available and easy to use. When fast settings are found, whether it by accident or as a result of experimentation, careful records should be made and marks should be placed on the boat so that these settings can be easily reproduced.

Any fast setting will always be an inter-reaction of mast rake, rig tension, strut, kicker and cunningham tension, outhaul and twist.

Twist is related to mainsheet and kicker tension - once the best control positions are marked, the twist is the only visual skill required for tuning when racing. The use of controls for varying wind strengths are covered in other sections. The general points to bear in mind when using controls and how they inter-react is summarised as follows:

PRE-BENT RIGS	Increased rig tension; increases bend
STRAIGHT RIGS	Increased rig tension; decreases bend
MORE STRUT	Fuller sail; tighter leech; increase of rig tension
MORE CUNNINGHAM	More bend; opening of the leech; less rig tension
MORE OUTHAUL	Opens the lower leech; flattens the lower sail
MORE RAKE	More pre-bend; more weather helm; lower C/E; frees the jib leech; flattens the mainsail and opens its leech; alters the angle of attack
MORE KICKER	More bend; tighter but open leech; flatter sail

Basic Tuning Points

- A) HEEL POSITION. Is the heel square to the mast gate?
Is it square to the hull?
Are you producing enough weather helm? (see your Hyde tuning sheet)
Is the heel itself square?
- B) RAKE Do you produce enough weatherhelm?
Do you feel constantly under or overpowered?

Our basic rule of Thumb

Set your boat up until it looks about right, using the spar manufacturers tuning sheet if necessary. Sail in about 10 knots of breeze to windward with jib slot set correctly, mainsail telltales streaming out and the boat perfectly upright. Let go of the helm. If the boat violently luffs, you have got too much weatherhelm. Reduce the rake or move the mast forward at the step. If the boat bears away, do the opposite. In an ideal situation the boat should luff up gently.

Masts and Rigging

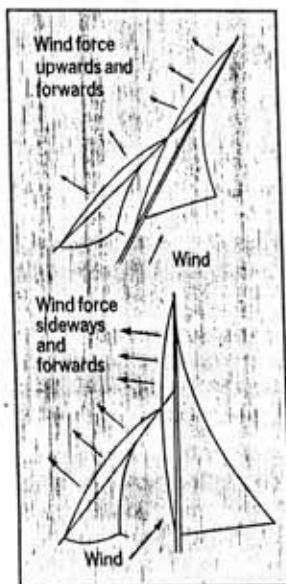


Figure 5. The reasons why mast rake de-powers the rig are a little difficult to explain on paper. Basically though, the increase in angle of the rig turns the wind force from sideways to upwards, especially in the upper third of the sail which carries the most twist, and so the available power is reduced.

Mast Rake

References to mast rake are made throughout the various sections of this book. Rake refers to the angle, forward or backward, from the vertical that the mast is positioned.

The effect of mast rake is to change the angle of attack of the air flow. Raking the mast also alters the rake the jib (the jib is a permanently raked sail).

Raking has several side effects. As the mast is raked back, the centre of effort moves aft and is lowered. Pre-bend is effected as the spreaders move aft toward the shroud base (on keel stepped masts only) and the tenon's forward edge is lifted from the mast step so that, when tension is applied, the rig pivots forward causing pre-bend.

It is common knowledge that when running, you should rake the rig forward – when beating, rake it aft. The reasons for this lie in myth. Balance has little to do with the need for raking. As shown in other sections, the boat should be set up with marginal rake for light winds producing sufficient weather helm so as to maintain windward performance (this may mean setting the heel well aft). The control changes required when altering rake are covered in other areas of the book.

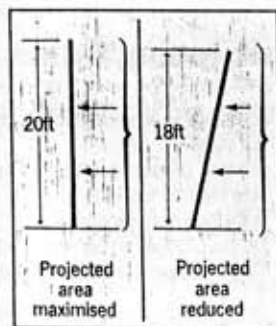


Figure 6. Downwind Mast Rake. The most important factor here is the angle that the wind hits the sail at. It has most force, like most things, when it hits square on. Slight forward rake allows the air to escape from the upper leech more easily.

In the next Newsletter we will look at more aspects of sail and boat tuning.

Many thanks must go to Mike Lennon who has kindly given me permission to reproduce any information from his booklet 'SAIL TUNING'. Mike Lennon works for Hyde Sails Ltd.

News From Andy
Dear Seafillers

I read the last Newsletter with great attention and wish to add my words of appreciation for the new style.

In addition I want to reinforce the views expressed therein that a good Newsletter is the life-blood of an Association such as ours. In order to succeed like any Newspress, copy must continue to flow in. With a feeling of obligation therefore I am breaking the habit of a lifetime and writing to the "Papers". So come along folks its easier than you think to contribute a few words, once in a while, that may help to ease the burden on our Editor.

A large number of you will not be able to put a face to my name so I will briefly introduce myself. I started sailing only four years ago and I am a member of Worthing Y. C. I did not know much about dinghies, but I was looking for something in which I could reasonably learn and in which I could take my family off the beach. The ever friendly members at W.Y.C. offered me all sorts of advice (some even suggested that I buy a boat!) and heaven forbid I very nearly ended up owning a Miracle. As it transpired though the grapevine unearthed C95 which was languishing upside-down in a garage. The poor old girl was in a bit of a sorry state and I was near the point of turning away when I decided to go into the salvage business. A few weeks hard work and there she was sitting on the slipway, certainly looking a lot more ready for sea than I was. I went go into that first voyage, it was all a bit embarrassing.

There then followed some much needed instruction in the form of an RYA course run by members of the club, among them the Seafly Class Captain, who did a lot to promote my feelings of respect for the Seafly.

The next event worthy of any comment was my entry in the 'Nationals' at Worthing. Yes I was there in the thick of it at the back, until a capsized to windward revealed that my buoyancy tanks weren't!. Its a good job this is a wooden boat as it was only the wood that kept it just under the surface. Bigger, and back to the drawing board! Much helpful advice from Alen Green and other class members gave me the courage to put on a new bottom.

The old ply from the transom to the join, almost certainly the original, was pulled off with my bare hands. Forward of the join things started to get better, for it had not taken quite as much of a battering. I decided to replace only about 18 ins of this ply using the strengthening plates, put in when the front tank was reduced, as a bridge. It was clear that all the other wood was in very sound condition.

Much kind help from Ray Howard, erstwhile owner of C626 and now

LETTERS TO THE EDITOR

proud possessor of C119, meant that we were ready and raring to go for the first Class Points Series of 1990.

A win in the first race, because we were too scared to risk coming in with the wind reportedly gusting to force 8, meant that the rest now had to catch us. A further win as the weather improved and on a day when the entire Worthing Seafly Fleet was out allowed us to sail the rest of the series tactically. In the end we prevailed over some determined challenges and the silverware was secured.

We, at Worthing, may not lead the fleet at Opens or the Nationals with our generally ageing fleet but we do have some hard fought races among ourselves and more importantly some "fun".

For 1991 I have made some modifications to make old number C95 capable of some relaxed cruising without frightening the family. The mods include single line jiffy reefing for the Main and roller furling jib. I will let you know how effective these mods are at giving the Seafly another character when I've tried them for a while.

I like the idea of some cruising at the Nationals and business permitting I hope to join you.

Andy Norman

KEEPING IN TOUCH

(Extracts from a letter to Tim Hoyle)

I also note the comments from Alen Green regarding the importance of the Newsletter to the Class Association. It is many years ago but I echo his view because as Secretary, the Newsletter was the most important part of the job. The interesting part is that in writing the Newsletter you are 'talking' to Seafly owners so that you seem to get to know them. So that when the other important activity (the National Championships) come round, you are meeting up with a lot of friends. And even the A.G.M. becomes part of the sailing.

It's good to see some names still around like: Carol & Laurie Lanham, Alan Lizard, Tony Fielder - they were, I think, with Seafly before I got caught up. Could be 30 years ago, so proving the loyalty the Seafly generates. Good luck in the Nineties through to the 2000's

Brill Prescott - Tonbridge, Kent.

LETTERS TO THE EDITOR

THAT'S NOT WHAT I SAID!

Bob Lomas would like it to be mentioned that the article in the April 1990 Newsletter was not as he wrote it.

Editors Comment:- The original 1680 word letter on the Pompey Perisher 1990 was edited by Ian Mansfield to 326 words, even so I don't think the drift of the report was changed, although some items were left out. The Committee would like to apologise if Bob felt he was in any way upset, but it is up to the Editor to allocate the space and this might be limited on some occasions.

Mike Robinson

MORE NEWSLETTERS, MORE CRUISING (Unabridged version)

The quality of our Newsletter was indeed reflected in your enthusiastic editorial. Having myself been for a number of years associated with the business of putting print together and getting copy out I shall refrain from suggesting a monthly copy, suffice to say at your present standard of production such additional issues would be most acceptable.

Having now caught myself offguard with utterances of praise as opposed to criticism, may I also commend your suggestion of cruising during the Nationals week. At present the association has little to offer Seafly owners who do not race, and it seems there are quite a number. I acknowledge the claims of the racing fraternity that the Seafly is of doubtful cruising potential as she is unsafe when sailed single handed, but I can assure everyone that such claims are unfounded; she is the most forgiving boat, and I, with most limited experience, have cruised and raced 449 single handed in quite inclement weather without mishap. A Seafly will look after you.

The Nationals being towards the end of the season, why not grasp the opportunity to start a cruising section now. At last year's Highcliffe Open I noticed a number of Seafly's that did not sail, and I am reliably informed that not all their owners are Association members. Perhaps with a cruising weekend held on the same weekend as the Open we could encourage those sailors into the fold.

I appreciate that as far as racing is concerned, Highcliffe Club members are at full stretch over that weekend, but a couple of cruises would not

involve racing people. For safety, all that would be required would be a motorised 'mother hen' with a helm knowledgeable of the area.

Expanding on this suggestion, having a cruising section within the Association might well be fun. A little organising would be needed which I would be happy to undertake. It does of course depend on the response from Seafly sailors to start the ball rolling, so should you be interested please ring me on 0403 741349 without delay, for if there is sufficient interest I could organise a cruise in the Chichester area in May. It would also be of help if you could advise me of any Seafly owners who are not members, as we could invite them also.

Bob Lomas - Horsham, Sussex

Editors Comment - In Para 2 Bob mentions that the racing types think the Seafly is unsafe when sailed single-handed, that is not the case, what we don't want to see happen is single handed RACING. Whereby, if this was agreed crews would be dumped on shore when the weather was light. The Seafly is a FAMILY Racer and Cruiser and we would like to keep it that way.

With regards the cruising section, I am endeavouring to get interest stirred up so that we can form a cruising group/section, but this takes time, and we do not want to go at it 'half cocked'.

Bob why don't you propose that a Cruising Section be formed at the next AGM, I will support you.

With regards to the Highcliffe Open and a cruising fleet I think that is out. We are expecting nearly 100 boats that weekend and everybody if not racing will be helping in some way. The cruising members usually man the extra safety craft that are required with such a large number of dinghies on the water. But I am sure we wouldn't mind if a couple of Seaflyies came along for a cruising weekend and looked after themselves. Temporary membership and dinghy parking can be arranged any time of the year, please contact the Club Secretary Britt Hand 0202 484230.

Mike Robinson

AN ODE FROM A DRY-LAND SEAFLY SUPPORTER:-

*Here I have a story to tell to tell,
From when I came into the world
Mum and Dad have sailed for years
And infact so have all their peers.*

*At the age of three upon the beach,
I clapped and cheered a winning reach.
Expected then to understand
The ego inside every man.*

*Many mums sat faithfully
With six children on each knee
Not simply there to baby-sit
Huddled round with binoculars equiped.*

*Commentating on each move
Knowing her man was out to prove
His maleness out in his boat
Upon which we must always dote.*

*Sailing is so very serious
Although it may drive you delirious
A yearly pass time on the sea
Although it isn't really me.*

*Now as a nurse I'm employed to say
Watch out when the booms come your way
Dad this year please win, win, WIN
I'll be there to see you begin!*

By :- 2nd Sprog of B Howe

RULES QUIZ

ANSWERS TO JANUARY'S QUIZ

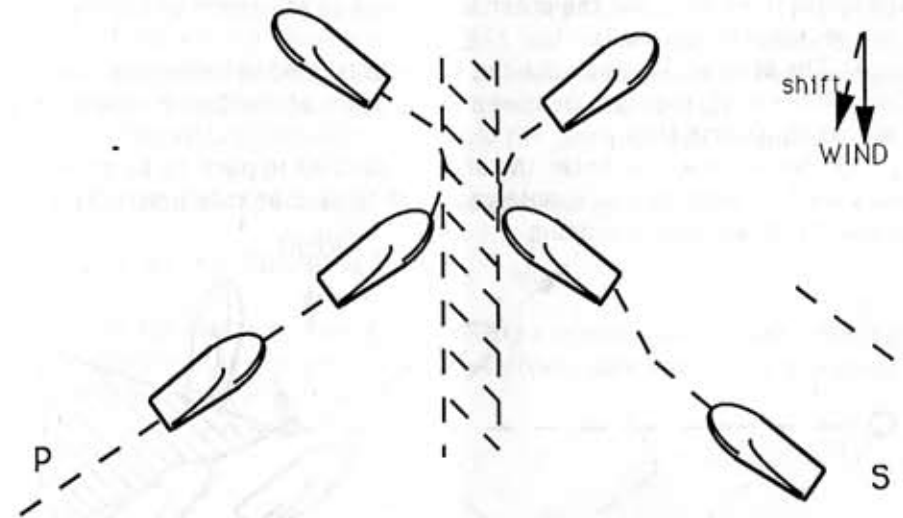
Nobody sent in any replies to the QUIZ so the first prize of a New Proctor mast and a set of Bruce Banks Sails will have to be sent back!

- 1. Finishing** - (apart from a mistake in the script), Y finished correctly, RULE - Definition for Finishing.
- 2. Yacht against the Committee** - a) The Rule you would protest under would be under Definitions - Mark, ground tackle is not part of the Mark and Rule 69 (a) states, an action or omission of the race committee, that might materially prejudice her finishing position. It is negligence on the party who made/designed the marks to have floating ground tackle, leaded rope or a weight attached to the warp about 6' from the mark should prevent ground tackle floating and causing an obstruction. (There was an appeal at Poole Yacht Club on this same situation, the boat won).
- 3. Room at the Mark** - (a) B is in the right, Rule 42.2. (b), C has the onus of proving that an overlap was established by the 2 boat length circle.
- 4. Tacking near a Mark** - (a) A tack is complete when a yacht is on a close-hauled course, now, there is no statement saying the sails have to be full, so be careful. A give way yacht has to start manoeuvring to keep clear as soon as a right-of-way yacht is on a close hauled course.
- 5. Tacking within the two lengths circle** - (a) Opportunist would protest under Rule 42 (a) & (i) which states that "Rule 42 does not apply when boats are on opposite tacks or beating!". So does Opportunist have to give "Water", YES.
Sounds a bit contradictory but read Rule 42.3 (a) (ii).
(b) Chancer would protest under Rule 42.3 (a) (ii).
(c) Chancer, what they are trying to say is "normal tacking and luffing rules will apply".
- 6. Calling starboard** - He could try Fundamental Rule C, Fair Sailing. It sounds like a nasty trick but there is really, no rule against it.

RULES QUIZ NO 3

1. PORT & STARBOARD

A similar situation to the last Port & Starboard in the last Quiz with a slight difference.



As shown in the diagram P and S approached each other on close-hauled converging courses. At some distance from each other S luffed to take advantage of a wind shift. At that time P could still have taken avoiding action, either by tacking or by going astern of S, however, she did neither and held her course. When a collision was imminent both yachts tacked and no contact was made.

P protested S under Rule 35, Limitations on altering course and the protest committee upheld the protest. S was disqualified.

- Do you think they were correct?
- If not why?

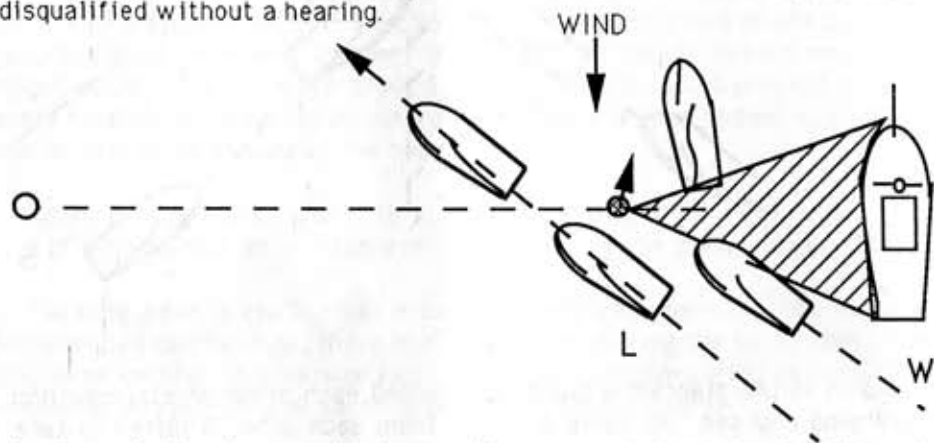
2. WHEN IS AN OBSTRUCTION NOT AN OBSTRUCTION

SAILING INSTRUCTIONS STATED:

10 a) The starting line for all races will be a line between the mainmast of the Committee Boat and the outer limit buoy to the south of the Nass Beacon (not necessarily on the line).

b) The area enclosed by the triangle formed between the bow of the Committee boat, the Nass Beacon and the stern of the Committee boat shall rank as an obstruction.

c) Yachts may not enter the area as defined in para 10 b) at any time Rule 70.1 is extended to enable yachts in breach of this instruction to be disqualified without a hearing.



As shown in the diagram, the two yachts approached the starting line with W to windward of L. W despite hailing, found no room to pass between the Nass Beacon and L, and was compelled to pass between the Nass Beacon and the Committee boat; she rounded the Committee boat and restarted. The Race Committee took no action against W under Sailing Instruction 10, W protested L maintaining that because Sailing Instruction 10 made the area between the Committee boat and Nass Beacon a prohibited one, it followed that the was not navigable and that therefore Rule 42.4 did not apply, while Rule 42.1(a) did.

The protest committee upheld the protest and disqualified L for failing to give room at an obstruction.

- a) If you were L would you appeal and under what grounds ?
- b) Was the protest committee right not to disqualify W as well for breaking SI. 10(c).

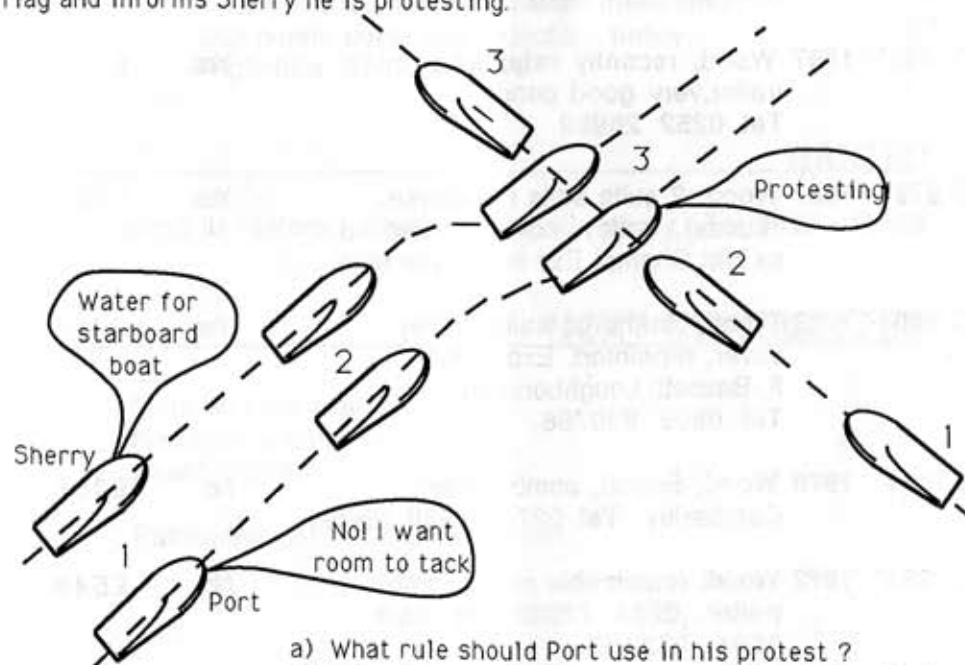
3. SAME TACK AND TACKING

Two yachts were close-hauled on Port tack in a wind 15-20 knots. Outlaw passed Trendy to leeward and began to luff in preparation for tacking when she was about 1 1/2 lengths to leeward and 2-3 lengths ahead of Trendy, Outlaw tacked onto starboard tack. Trendy tried to avoid a collision by bearing away to clear Outlaw's stern but nevertheless struck her amidships. The protest committee disqualified Trendy for infringing Rule 36.

- a) Should Trendy appeal and what Rule should she use ?

4. CALLING AT AN OBSTRUCTION

Sherry calls for "Water", Port immediately replies "No! I want room to tack". But Sherry stays on port tack. Port gives room but hoists a protest flag and informs Sherry he is protesting.



- a) What rule should Port use in his protest ?
- b) What rule would Sherry use to defend himself ?

BOAT MART

The following boats have been notified as being for sale. Some of them may already have been sold. If so please let the Secretary know: Tel 0548 852972.

* denotes advertised in Yachts & Yachting.

Sail No	Built	Details	Registered	Price
C 8	1961	Wood, 2 suits Sails, metal mast, trailer, trolley, new cover. Boat at Burghfield SC, Reading. M Palmer, 071 2784311(day) 071 7940378 (eve).	No	£300 ONO
C 167	1965	Wood, Proctor Beta Mast, trolley, lots of fittings, needs painting Bournemouth 0202 424813.	Yes	£325
C 251*	1967	Wood, recently refurbished, trailer, very good cond. Tel 0252 26999	Yes	£550
C 279	1967	Wood, 2 suits sails (Seahorse, Lucas), trolley, cover, re-decked ex Nat Champ. Exc order, see next:-	Yes	£800
C 288	1968	Wood, Seahorse sails, trolley cover, repainted. Exc order. F. Bassett, Loughborough Tel 0509 890756.	Yes	£550
C 364*	1970	Wood, Sound, combi trailer. Camberley. Tel 0276 64860 (Eves)	No	£350
C 396*	1972	Wood, reasonable cond, combi-trailer. 0234 720029 or work 0604 233200.	No	£545

BOAT MART (Continued)

Sail No	Built	Details	Registered	Price
C 443*	1973	GRP, spinnaker, trailer, trolley Good condition. P. Guinan, Brecon. 0874 84396.	Yes	£800
C 449	1973	GRP, good condition. R. Lomas, Horsham. 0403 741349	Yes	£850
C 492	1976	Wood, good cond, Proctor F mast & boom, 2 suits sails, stored last 4 years. P. Scovell, Worthing 0903 41662	Yes	£800 or Offers
C 501*	1977	GRP?, good cond, fully equipped trolley, spinnaker. Northants 0572 87838	No	£775
C 99	1970	All wood, originally built by Moores of Wroxham, recently renovated, metal mast and boom, cover and launching trolley. Highcliffe 0202 272748	N/K	£700

WANTED

Seafly, willing to restore. Stephen Eley, Salisbury Tel 0980 610869

NEXT NEWSLETTER

More on boat tuning
Nationals update
Event reports

Publishing date: 20th July 1991

NAME	BOAT No	BOAT NAME	TYPE MEM	CLUB
K.R. Anderson	56		full	
Mark Appleby	392		full	Crawley Mariners YC
Peter Bailey	0		full	
P. Banfield	31	Mischief 3	full	Havering Sailing Assn.
Rory Barnes	149	Total Defiance	full	Christchurch SC
Ken Bartlett	575		full	Starcross YC
Frank Bassett	620	Sea Hound	full	Blakeney SC
Dereck Brant	159	San Michelle	full	RNSA
Stephen Cammell	503	Flycatcher	full	
Maurice Churchill	621	SlapDash	full	South Cerney SC
David Cotgrove	506	Knights Mischief	full	Starcross YC
R. Evans	509	Mr. Shifter	full	Rutland Water SC
David Farr	38		full	Lee-on-Solent SC
John Foskett	378		full	Highcliffe SC
Peter Fullagar	0		full	Canberra YC, Australia
Barry Goodwins	410	Opussi	full	South Woodham Ferrers
Alan Green	0		full	Starcross YC
Peter Gray	0		Assoc	Chew Valley Lake SC
Peter Guinan	443	Soopa Doopa	full	Llangorse SC
Jon Hales	242		full	Denham SC
Dave Hayward	367		full	Avon & Som. Constab SC
Roger Healey	317	Morwenna	full	

NAME	BOAT No	BOAT NAME	TYPE MEM	CLUB
Brian Howe	644	Howabout	full	Highcliffe SC
Tim Hoyle	649	Blue Adder	full	Highcliffe SC
Julien Hoyles	144	Woodle	full	Hoveringham SC
David Hughes	638	Mercury	Full	Highcliffe SC
Alan Izzard	231	Chloe Too	full	Fishers Green SC
John Iffla	622	Also Amazing	full	Starcross YC
Carol Lanham	430	Whisper	full	Starcross
Laurie Lanham	0		Assoc	Starcross
Harry Leigh	0		Assoc	Starcross
David Lockwood	155	Chris	full	Highcliffe SC
T.R.N. Main	634	Nimbus	full	Severn SC
Ian Mansfield	642	The Admiral	full	Highcliffe SC
Colin May	0		full	Highcliffe SC
Jim & Jan McClean	434	Black Magic	full	Worthing YC
John McPherson	636	Resolution	full	Highcliffe SC
Andy Norman	95	Aces Wild	full	Worthing YC
W.J. Prescott	0		Assoc	
Mike Robinson	470	Revival	full	Highcliffe SC
J.H. Rowe	627		full	Starcross YC
Eric Sales	650	E.a.T.Nita	full	Seasalter SC
Kingsley Singer	482	NoSoSlo	full	Newcastle YC(Co. Down)

NAME	BOAT No	BOAT NAME	TYPE MEM	CLUB
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Sam Stoye	635	Redstart	full	Highcliffe SC
Wallace Symmonds	480	Jack	full	Cotswold SC
Paul Taylor	652	Summers Day	full	Highcliffe SC
Adrian Tebbutt	58	Sea Slug	full	Ouse Amateur SC
Gary Williams	250		full	Highcliffe SC
Mike Winfield	651	Merganser	full	
Rob York	477	Earl Grey	full	Highcliffe SC
Alan Brook	648		full	Starcross YC

RULES QUIZ - ANSWERS

1. PORT AND STARBOARD

- a) No
 b) Although Rule 35 does limit the freedom of a right-of-way yacht to alter course, S may alter course up to the point when any further alteration of course would deprive P of an opportunity to keep clear S altered course with the shift quite some distance from P and in ample time for P, the give way yacht to take avoiding action. However, P maintained her course until such time as S had to tack to prevent a collision P should have disqualified under Rule 36.

2. WHEN IS AN OBSTRUCTION NOT AN OBSTRUCTION

The fact that an area is defined in the sailing instructions as an obstruction does not mean that it ceases to be navigable water, and in this case, from the protest committee's own observations, it is clear that the Nass Beacon was completely surrounded by navigable water.

W overlapped L to windward so that L, as leeward yacht under Rule 42.4 was under no obligation to give W room to pass to leeward of the mark.

3. SAME TACK AND TACKING

- a) Yes and Rule 41.2/3.

Rule 41.2 required Outlaw to complete her tack far enough away from Trendy so that the latter could keep clear without having to alter course until after Outlaw's tack was completed. Rule 41.3 states that when this is in doubt, the onus is on Outlaw to prove she met the obligation.

Outlaw's tack started at the moment she was beyond head to wind and was completed when she had borne away to her new close-hauled course.

Editors Comment

I have known yachts to call 'Starboard' or 'I am tacking on to Starboard' before they have started their tack or completed their tack, hoping the Port tack yacht will start to alter course before the tack is completed.

4. CALLING AT AN OBSTRUCTION

- a) Rule 43 and Definition of an Obstruction.
 b) Rule 42.1 and Definition of an Obstruction.
 c) If Sherry asks for 'Water' to bear off behind the Starboard boat at the same moment as Port asks for 'Room to tack'. Port's call governs. Sherry only gets room if Port chooses not to hail for room to tack, in which case Port must give room.