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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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EDITORIAL

GOING UP A GEAR

The time has come to 'Upgrade' the Newsletter, to go 'Up a gear!'. I look on the Newsletter as being in about second gear and I think it's about time we moved up.

To do this we are going to have a few more 'paying' adverts. In the past I have used adverts to fill in spaces and have not received any income, but that is all changing. I have already got three companies to advertise. A book firm picked up the Newsletter at the boat show and we are working out a deal whereby you can get books at a discount and the Association will get something on each sale. Look out for the adverts and book review.

Each edition of the Newsletter will have a theme to it with articles, technical info and pictures on one particular subject, this month is going to be 'Starting Racing'.

It is hoped that you readers will participate and send articles on the subjects concerned, and then follow up with your letters about, 'what you think', your experiences, disagreements and encouragements, when you have tried something and it 'worked', then let us know.....This is "YOUR" Newsletter, I should just be sorting the flood of information coming in and deciding what to include and how to present it, BUT, that is not the case, I don't want the Newsletter to be a "One man Band" but its not far off it. SO COME ON you sailors, lets have some of those 'yarns' you tell at the bar. I don't mind how it comes, hand written or typed.

The theme for this Newsletter is "Getting Started in Racing" I hope to have articles by beginners and experts alike, I am writing this "Editorial" before the rest of the Newsletter, so it will be interesting to see how it turns out.

POST EDITORIAL NOTE

It is very difficult to get articles from people, one reason is 'time'.

Everybody seems to be so rushed these days and I am no exception, the garden needs attention, you leave it a couple of weeks and weeds are practically taking over. The house needs decorating!! The car needs attention. The vacuum cleaner doesn't work and so it goes on. BUT, please, please please find time to write to me about anything.

Thank you to all those who have written, I hope I have done justice to your efforts.

Fleet Captains, remember Club News required for the next Newsletter.

In the Next issue the theme will be 'Championship Racing'.

So get thinking on how YOU can input into the Newsletter NOW.

NEWSLETTER PUBLISHING DATES

Info In Date	Publishing Date
20th June 1992	20th July 1992
1st Oct 1992	1st Nov 1992

Mike Robinson

THE WANDERER RETURNS

The 1992 season has started in earnest after, what seems to have been, a particularly extended closed season. Many thousands of miles have passed beneath the feet in recent months all of them driven by mechanical power in one form or another. It has happened, when on tour that a Yacht Club has been found open where there are sailing boats at least for rent. This did not occur recently and so the Easter weekend was the first outing for some time.

At Highcliffe, the warm spring sunshine and a brisk breeze encouraged a heartening number of Seaflys and indeed a good fleet of dinghies of all sorts. The Seaflys included the reigning National Champion who is obviously taking his responsibility to defend his title in a properly serious manner. It can be reported that Ivan is beatable - when the visibility drops below 50 yards.

Ivan's appearance, in his own, impeccably prepared boat, represents both the good news and the bad. Good for the Class and for the Highcliffe fleet; not so good for the Seasalter fleet who have thereby lost a boat they could ill afford to lose. It is rumoured, however that Eric intends to get another boat so even this may not be so bad after all.

Even better, a new Seafly has been completed for a customer at Blakeney and another new one may follow it.

Not so good is the clash of Open Meeting dates between Blakeney and Starcross. Our calendar is not so full that we can afford this sort of duplication. However, to paraphrase the man; time is the rock to tide's hard place. Both Blakeney and Starcross have found themselves caught between the two.

A felicitous conjunction of time and tide are not the only criteria required to run a successful Open Meeting which is also dependant, among other things, upon the wind and weather. It was only the wind that frustrated the best management of the Inland Championships at the Spinnaker Club in Ringwood last November.

The Association is most grateful to all their officers and members who turned out on the day. In fact the canoe racing was a great success and the Chairman can recall winning this event by default. He is not to be confused by any facts that may be brought to his attention.

See you on the water.

Ian Mansfield

1. SEAFLY EVENTS

As in the last Newsletter, the Inland Championships have not yet been confirmed by Spinnaker Sailing Club. Two additional events to add to your diary are:

4/5 July	Chew Valley Lake Open Regatta	4 races, 3 to count.
25 Oct	Chew Valley Lake Open Day	Handicap & Pursuit Race.

Editors Comment

In future you will find a special page for forthcoming events, I have found it difficult to locate information on events when it appears in reports, so just look up the contents page at the front and it will tell you where to find the info.

2. NATIONAL CHAMPIONSHIPS 23-28 AUGUST 1992

As most members will by now know, Rock S.C. is hosting this year's Nationals. Rock is situated on the Camel Estuary opposite Padstow in Cornwall. Being an estuary, means sheltered waters with easy launching. Racing will probably be in the estuary, ideal for newcomers to the Nationals. Don't be afraid to enter. The competition, while 'hot' at the front of the fleet, is not so strong further back and everyone will be most welcome - somebody has to come last!

The entry fee of £60 is not as high as it seems as it includes the compulsory harbour dues and free, reserved car and boat parking, which normally costs £16. We have had to guarantee an entry of at least 20 boats; otherwise the Association must make up any shortfalls, so please do come if you can. Although Cornwall seems a long way off, once the boat is hitched up a few more miles do not make much difference. In fact Rock is only 50 miles further than Plymouth and beyond Exeter the A30 is almost all dual carriageway.

The area is very popular with good beaches, surfing, walking, etc, and does get booked up in August. So arrange your accommodation now if you have not already done so. I have a few brochures of the area and Tim Hoyle is arranging the camping, look for the Nationals Update on page 11.

An Entry Form and 'Notice of Race' is enclosed with this newsletter. If you need any more information please do not hesitate to contact myself the Secretary, Tim Hoyle (camping) or your Fleet Captains.

3. NATIONAL CHAMPIONSHIPS 1993

In our normal 4-yearly cycle, it is Worthing Y.C.'s "turn" and the club has been approached to enquire whether they will host us, either with another dinghy class or during their sailing week.

4. SAILBOAT 92

Once again Paul Taylor kindly lent his boat, C652 "Summers Breeze" for display on the stand. It attracted a lot of attention with its wooden decking and side tanks as so many boats these days are all-GRP. Also popular were the videos of the 1991 Nationals and Seaflys at Starcross.

SECRETARY'S REPORT

My thanks are due to Paul for delivering and setting up the boat and to Mike Robinson for providing the video recorder and TV set. Also to those who helped on the stand - unfortunately rather fewer volunteers than last year. The Dinghy Show is our principal opportunity to show off our magnificent boat and keep the flag of the Seafly Association flying; I must have some more support in 1993 please. It is very pleasing to meet old friends and a most enjoyable weekend.

5. SUBSCRIPTIONS

Coming in a bit better this year but there are still a fair number outstanding. If you are one of those who have not yet paid for 1992 please send your subs NOW (£8 Full, £5 Associate) to the Treasurer:

Tim Hoyle, 'The Coppice', 26 Elphinstone Road, Highcliffe, Christchurch, Dorset, BH23 5LL. Cheques payable to the Seafly Dinghy Association.

6. NEW MEMBERS

A warm welcome to:

D.A. Whittles - a member of Keyhaven YC who is looking for a Seafly.
John Taylor - who has bought C392 and sails at Crawley Mariners Y.C.

7. INVITATION EVENTS

Mike Robinson and David Hughes, with their crews, represented the class at the Draycote Water Invitation Pursuit Race and Keiron Thomas entered for the Top Dog Trophy at Walton-on-Thames S.C. sailed in Toppers. Both events were on 28th March and reports will be found elsewhere in this Newsletter.

Lymington Charity Pursuit race will be held 21/22 November, with a Practice Race on the Saturday and the Pursuit Race on Sunday. It is hoped to arrange our Inland Championships at Spinnaker S.C. on 21 November so that members can conveniently attend both events. More details later.

8. CAR WINDOW STICKERS

An order has been placed for a new supply of Seafly Association window stickers. The price will be £1 each and if you would like one please send me the money.

SEAFLY DINGHY CLASS ASSOCIATION NOTICE OF 1992 ANNUAL GENERAL MEETING

The Annual General Meeting of the Seafly Dinghy Class Association will be held as usual during the National Championships on Thursday, 27th August 1992, at 10:00hrs, at Rock Sailing and Water Ski Club, The Quay, Rock, Wadebridge, Cornwall.

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: Alan Green, "South Cones", 10 Higher Warren Road, Kingsbridge, Devon, TQ7 1LG, not later than 30th July 1992, otherwise they cannot be considered.

Alan Green

SDCA Sales

B.A.J. COVERS & SAILS of 46 Park Avenue West, Stoneleigh, Epsom, Surrey, KT17 2NU, (Telephone 081 393 5539) can supply the following boom-up covers for a Seafly: Blue coated terylene £90; Green duck canvas £114; Dralon £135; Light weight PVC £54; Heavy weight PVC £104.

NATIONALS 'TEE-SHIRT'

Due to the popularity of the sweatshirts and tee-shirts at last years Nationals, we thought we would do something again. This time, to simplify it all, we thought we would keep it to tee-shirts and three sizes, medium, large and extra large. The diagram below is the proposed LOGO. If you think differently or have another idea let me know quickly.



CRUISING CORNER

STUDLAND CRUISE (See Map on page 9.)

For many years Highcliffe Sailing Club have held a camping/sailing weekend at Studland, near Swanage in Dorset. Tents were pitched at Burnbake, which is strictly a tent only campsite, but with hot showers and a camp shop. It is set in beautiful surroundings, and is approached from a narrow country lane which leads to the North of the Corfe Castle to Studland road.

Sailing is enjoyed in Studland Bay and beyond. There is excellent parking at the National Trust car park and separate boat park opposite the Knoll House Hotel. Launching is easy down a slipway and on to a sandy beach.

One year my son and I decided to circumnavigate Brownsea Island in Poole Harbour. It was blowing an easterly force 3/4 and we set sail about mid morning in our Seafly for what proved to be a 9/10 mile trip. We tacked out towards the mark which indicates the end of the training bank, which to the uninitiated covers at H.W.

Once in the Swash Channel, strictly you should cross to the starboard side and follow the green conical marks into the harbour. The next hazard is the chain ferry which plies between Sandbanks and South haven Point and which has the right of way over sail. Before you now stands Brownsea Castle and obviously you have to decide which way round the Island you are going to sail. From the Admiralty Chart the green (light shaded area), which indicates that it dries out, extends further out on the Southern side than the Northern. Therefore, in an easterly and at high water or soon after, running was a far better strategy on the Southern side with our centre plate up. Having reached the Northern side, tacking in the deeper water was now possible.

Poole Harbour is a working port and care has to be taken on the eastern side of the approach of ferry ships, such as Truckline and a myriad of cruisers. The black ball raised on the chain ferry means that it is under way, but once clear of this we made for the water just outside the line of the red can buoys of the Swash Channel. The training bank used by the Marines is passed to starboard and you are soon again in the less crowded waters of Studland Bay and back to the beach for a well deserved picnic.

Sam Stoye - Seafly 635

CRUISING WEEKEND

Don't forget the Cruising Weekend at Ullswater. The Editor and his wife Val will be going up on the Friday, also, I hear Tim Hoyle might be 'getting away from it all' for the weekend and going up on his own and will be looking for a crew up there, so why not join us for a really enjoyable weekend.

It will be a good opportunity to meet all you cruising types and I am looking forward to a 'yarn' and a pint with you.

Mike Robinson

TRIBUTE TO HARRY LEIGH

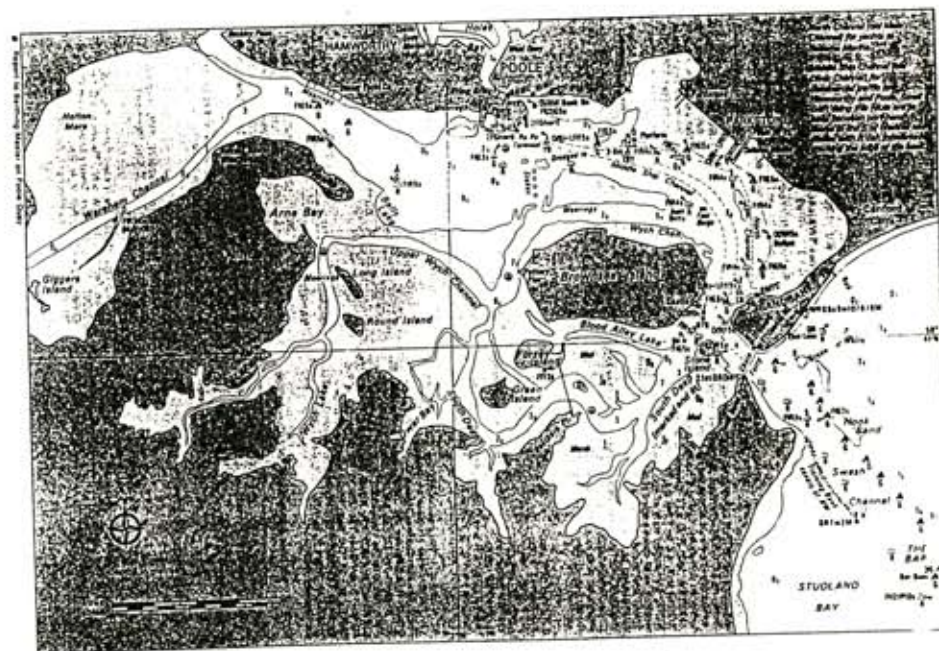
HARRY LEIGH, who sadly died last November, was a staunch supporter of the Seafly Association for very many years. He and I bought our first Seafly, C13 - 'Whisky Galore' in 1966 and sailed her in partnership for several years before we went our separate ways and he acquired his own boat C289 - 'Cyanosis'.

Harry sailed at Worthing Y.C. at every available opportunity and attended Open Meetings and the National Championships regularly until anno domini forced him to furl his sails..... No one was keener and eager to get afloat than Harry, and in later years as an Associate Member he still closely followed the fortunes of the Seafly Class.

We shall all miss Harry; he was one of those members who helped to make the Seafly Class Association what it is today.

We extend our sincere condolences to Kay and his family.

Alan Green



NEWS FROM THE CLUBS

STARCROSS YACHT CLUB

Nothing directly from Starcross, but I did hear that Andy Woolner is completing John Fricker's Seafly 647. Also that at least 10 boats will be going to the Nationals this year. How about Starcross coming to a few Open Meetings this year or is the competition to hot !!!

SEASALTER SAILING CLUB

Nothing to report.

HIGHCLIFFE SAILING CLUB

We have now completed three races of our Spring Series with most of the regulars sailing. Ivan Phillips has now joined the fleet following the acquisition of 650 from Eric Sales and is currently leading the series with two wins and a 2nd place. Ian Mansfield, Barry Thomas and myself have sailed all three races with David Hughes and Ron Cockwell appearing twice. We are still waiting to see Rob and Jackie York.

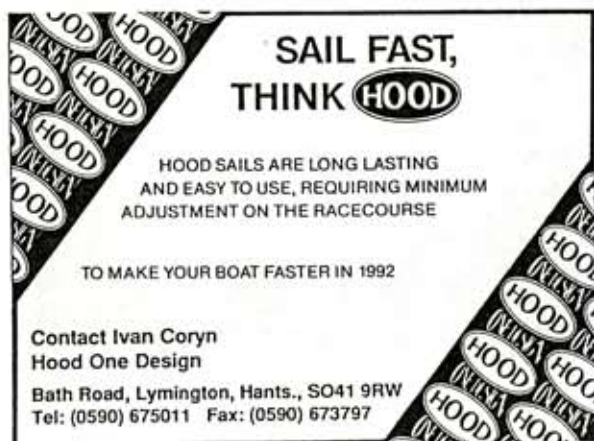
We look forward to seeing you Seafly sailors at the Highcliffe Open Meeting on 20th/21st June. If anyone needs accommodation then let me know.

See you all at Seasalter on 16/17th May.

Paul Taylor

WORTHING YACHT CLUB

Nothing to report



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1992 SEAFLY NATIONALS

NEWS UPDATE

The SDCA Committee have been in close contact with Rock S.C and as a result the following information is being passed on:

1. Entrance Fee. £60, might seem expensive but it does include harbour dues and free, reserved, car parking and boat parking for the whole week, and possibly concessions on the Padstow Ferry.
2. Briefing at 09:30 hrs on Sunday 23rd August.
3. 'Long Distance' Race On the Wednesday, we sail across the estuary to a bay North of Padstow - marked "Harbour Cove" on OS map 200 - for a picnic lunch, returning in time for the race at 16:00hrs. There will be a handicap for anybody who takes less than three people, this is going to be the fun day for all.
4. In addition to the normal prizes, this year everyone will get a memento of the 'Nationals'.
5. Social Events:

Saturday night	Meet in local pub (Mariners) for get together.
Sunday	Commodore's Reception with wine and cheese.
Monday	Barbeque - free,
Thursday	Seafly AGM at 10:00hrs.
Friday	Prizegiving at 21:00hrs. 3 course buffet.

CAMPING

Tim Hoyle is organising the camping. Here is his latest report:

I have done a postal and telephone survey of the camp sites near Rock and the winner is Dinham Farm Caravan and Camping Site.

Although it has a Wadebridge address it is only 2.5 miles SE of Rock, a mile off the B3314 on an unclassified Rock to Wadebridge road. There are free showers and it will cost £6 per night for a tent, car and two adults; extra children are 50p each. You should mention the Seafly Dinghy Class Association when booking and provide a £15 deposit. Mr and Mrs Mably are the owners and have said that they should be able to put us all together. I would encourage you to book early. I have already passed this information onto Andy Woolner at Starcross and Brian Robinson at Worthing. The phone number of Mr and Mrs Mably is Bodmin 0208 880564 and that of the site (July and August only) is 0208 812878.

There may be very basic accommodation available at the Sailing Club itself in a dormitory full of bunks! Possibly OK for youngsters, - 4 bunks to room, and approx £7 each a night, including breakfast. If this more your cup of tea then try giving the Rock Sailing Club a ring on the weekend; Tel 0208 862709.

Or write to: Rock Sailing and Water Ski Club
The Quay
Rock
Wadebridge
Cornwall
PL27 6LB

BOOK REVIEW

Racing A Beginner's Manual

One of the main things that encouraged me to race, back in the 60's, apart from the actual racing, was books. I was a very ardent reader of anything to do with sailing and some of them used to really enthuse you to race, infact after reading some of the books you felt as though there was no reason why you couldn't go out and WIN. You had all the theory, all you had to do, was put it into practice, well the book I have just read, is one of those books. There is everything there to get you racing and give you confidence to give it a try.

That does not mean it is to basic for those who do race, because it would certainly help those who don't seem to be able to get it 'all together' and dice with the leaders. So why not brush up your sailing, starting with the "Racing A Beginner's Manual". Remember sailing a Seafly depends on 'Team work', go over all sailing aspects with your crew, have post-mortems after a race, discuss what went wrong or why things went right. Back to the book.

It covers all the subjects to get you started, including:

Basic Racing Rules - with easy to follow diagrams and explanations
Your first race - how to prepare, understanding courses and sailing instructions.

Helming and crewing skills - beating, reaching, running and manoeuvring in light and strong winds.

Boat preparation and equipment - all about your rig and how to rig it correctly. Advice on fittings.

Tactics - starting and finishing, wind shadow effects, leebowing tactics on the beat and reach, and running.

Strategy - short & long beats, current effects, wind bend and taking advantage of it and compass work.

Tuning - although not a lot, it has good explanations on the main points and easily remembered tables to work from.

Spinnaker - gear, controls, launching from a bag or chute, close reaching and running techniques and gybing the spinnaker.

There are plenty of pictures and diagrams to explain the different aspects and the explanations are easy to understand.

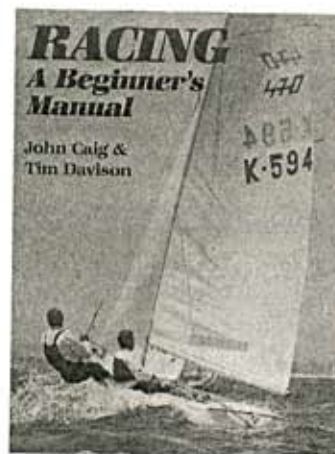
This book and the book on TACTICS are available at a special price to SDCA members at £8 each, post and packing and the Association will benefit as well. You can order them directly from Fernhurst Books or from me, the Editor. Do say that you are from the 'Seafly Dinghy Class Association' when ordering.

Next issue of the Newsletter we will be reviewing the book "TACTICS".

Mike Robinson



FERNHURST BOOKS



Racing: A Beginner's Manual

John Caig and Tim Davison

Keen to get started in racing?

Here are hints and tips and all the practical advice you'll need to build up your confidence and enable you to outwit the opposition.

ISBN 0 906754 37 2 244 x 185mm

64pp 100 b/w photos and 40 diagrams



Tactics

Rodney Pattison

Olympic Gold Medallist Rodney Pattison shows how to choose the best option at each stage of a race and then details the necessary boat-to-boat tactics to achieve each objective.

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FORTHCOMING EVENTS

16 - 17	May	Seasalter SC Open Meeting	4 races, 3 to count
6-7	June	Blakeney SC Open Meeting	First race Sat 10:00 Third race Sun 11:00
6 - 7	June	Starcross YC Open Meeting	4 races, 3 to count. Held in conjunction with Kestrel Class.
20 - 21	June	Highcliffe SC Mono-hull Open Meeting	4 races, 3 to count. First race Sat 13:00hrs
4 - 5	July	Chew Valley Lake Open Regatta	4 races, 3 to count.
23 - 28	Aug	Rock SC - National Championships	1 practice, 5 races, 4 to count.
5 - 6	Sept	Worthing YC Open Meeting	4 races, 3 to count. Held in conjunction with Miracle Class.
25	Oct	Chew Valley Lake Open Day	Handicap & Pursuit race, start 11:00
21	Nov	Spinnaker SC - Inland Championships (Provisional, not yet confirmed)	3 races, 2 to count.
22	Nov	Lymington Town Charity Pursuit Race	1 race, start about 12:00.

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EVENT REPORTS

DRAYCOTE WATER INVITATION PURSUIT RACE

Unfortunately due to a breathless day at the end of a week of gales, there was no Racing. A couple of Mirrors endeavoured to go 'sailing' but paddles were most useful than sails.

It was very interesting looking round all the championship winning boats, some where immaculately turned out with gear I had never seen before and quite a few where sporting some sort of sponsorship. It is obvious that in some classes, money helps with the winning process.

The Race has been postponed until 7th November 1992.

TOP DOG TROPHY - Sat 28th March

The TOP DOG TROPHY was held at Walton-on-Thames Sailing Club. The wind, when I arrived in the morning was Force 1-1.5 and the sky was overcast.

In all races Olympic type courses were set. The first race of the day was postponed due to lack of wind. eventually it was started and we managed to complete one triangle before the race was shortened. We then went in early for lunch so if there was any wind later on we would not miss it.

At lunch plenty of beans was had by all to encourage the wind.

But, alas, the wind stayed away, eventually they got us on the water and managed another single triangle race (or should I say drift). The third and final race was held straight after and in this only a single lap was achieved before the agony was curtailed.

The winner of the Trophy was the Topper National Champion, I finished in about the middle of the field.

Kieron Thomas - crew of the Seafly National Champion

RYA Class Association Forum Report

The Chairman attended the annual Class Association Forum in December and brought a report back, it runs to 30 pages so it is too large to distribute to all Association members, but if any one would like a copy give the editor a ring and he will send you one.

In the mean time here are a few 'snippets'.

The EC will be having a greater effect on sailing and the RYA are a bit worried about the effect on themselves and 'National' racing. In Europe the national federations run major events not the clubs as in this country.

One area where the EC is taking effect is personal buoyancy aids and life-jackets, all new equipment must have CE mark, equivalent to the British 'kite mark'

Another area is in boat construction, this will affect all boats between 2.5 and 24 M in length, but it seems it won't affect those boats whose sole intended use at the first point of sale was racing. As an example the Wayfarer dinghy was cited, if this was sold for use by TWO persons then it would have to have buoyancy to keep two people afloat and the boat would be restricted to two people only !!

The RYA are looking after our interest in these area's and would fight against the bureaucrats who want to control sailing like the car industry.

Race Training

Some useful ideas where highlighted as follows:

There is a need to transfer the knowledge and experience at top level down to club level. Each club should have a coach who can develop the standard of racing at club level to those wishing to pay and who can act as a talent spotter. Each class should also have a training programme and a coach/race trainer.

There is a need to develop school and university sailing.

Race Management

The RYA Race Management Manual created about 10 years ago is the basis of the current race management programme. The manual is going to be updated and republished. The Club Race Officer Guide, a more recent publication, contains much valuable information for the person who is occasionally expected to be the race officer. It also provides the syllabus for an RYA approved Club Race Officer. At club level a certificate will be issued when a person has demonstrated that they can run a race with awareness of the wind and tidal (if any) conditions of a range of different types of water, tides and wind variations.

Class Associations can assist with the implementation of the scheme by asking clubs who the race officer for the open meeting will be and whether he or she is an accredited RYA Race Officer. If the answer is 'No' the Class could indicate that they will only return to the club next year if the race officer is accredited.

RYA Membership

It was suggested that Class Associations might become 'Joining Points' for the RYA, in the same way that clubs, schools and chandlers, receiving a commission for each member introduced to the RYA. Donald Forbes of the RYA said he was willing to discuss this with any Class.

Two issues ago of the Newsletter I included Application forms for the RYA if anyone did join because of that, could you let me (the Editor) know because we could try and claim some commission for the Association.

Seeking Sponsorship

There was a 4 page article on gaining sponsorship for events in the report. It covers things like:

- Mutual benefits
- Choosing your targets
- Selling your product
- Planning the approach to businesses

A lot of research is required on the companies approached. It is not just a matter of writing to selection of companies/businesses from 'Yellow Pages' and hoping one will reply favourably. If anyone would like a copy of this article then give me a ring.

In the mean time, it might be an idea to lobby your club members and gain support for someone to take on the responsibility of sponsorship. I would think it would justify the role being taken on by one person who's sole responsibility is sponsorship. You never know there might be somebody who is in that line of business and wouldn't mind taken that job on for the club.

RYA Objectives (Draft Statement)

The role of the Royal Yachting Association is to develop yachting, under sail and power, in all its recreational and competitive forms.

The RYA is the national authority for the administration of yachting and the governing body for yacht racing. As such the Association:

- protects the rights and freedoms of its members, both individuals and organisations.
- represents their interests and those of the wider yachting public to international, national and local organisations and government.
- provides advice, services and information.
- encourages participation.
- raises standards of proficiency and safety
- establishes and administers training programmes.

RYA Objectives (continued)

- promotes and publicises all aspects of yachting

for the greater enjoyment of its members and all participants.

Did you know about the RYA training scheme for dinghy people, if you want to know more ring the RYA on 0703 629962.

RYA NATIONAL DINGHY CERTIFICATE SCHEME

	LEVEL 1	LEVEL 2	LEVEL 3	LEVEL 4	LEVEL 5
	START SAILING	BASIC SKILLS	IMPROVING TECHNIQUES	RACING TECHNIQUES	ADVANCED SKILLS
RIGGING	Wind awareness, rigging a single-hander or training dinghy.	Rigging a training dinghy or dayboat, reeling ashore, parts of the boat and sails.	As Level 2 (Using all the boat's equipment).	Rigging a racing dinghy as appropriate, rig tuning controls.	Rigging any type of dinghy or dayboat, including spinnaker/trapeze.
ROPEWORK	Figure of eight, round turn & two half-hitches.	Bowline.	Fisherman's bend, splicing/reefing, whipping, Sheetbend, dove hitch, reefing hitch.		
LAUNCHING/RECOVERY	Wind awareness, use of trolley, launching, leaving the shore, coming ashore.	Storage ashore, padding/growing.	Leaving/returning to beach, jetty or mooring. Windward leeward shores. Use of anchor.		As Level 3. Sailing backwards.
SAILING TECHNIQUES AND MANOEUVRES	Wind awareness, reaching, stopping, tacking, getting out of worst, sailing upwind and downwind.	The Five Essentials, Man Overboard Recovery.	Anchoring, heaving to, reefing aloft, towing/being towed.	Advanced tacking/gybing, sailing to windward, mark rounding.	As Level 3 using all boat's equipment to best advantage, rudderless sailing, sailing without a downboard, sailing in a tight circle.
CAPSIZE RECOVERY	Stay with boat.	Righting - scoop, righting a single-hander.	Righting an inverted dinghy.		As Level 3 plus full tacking.
RACING	Clubs & Classes.	The course, starting procedure.	Mark rounding.	Starting techniques, rules, tactics.	
SAILING THEORY & BACKGROUND	Basic rules, Port/Starboard, windward boat, overtaking boat.	Points of sailing, No Go Zone, basic aerodynamic theory, buoyage, sea and wind advice.	Sea terms, radio/collision and First Aid, RPCS.	Handicap v Class racing, Club racing, Sailing Instructions, insurance.	Navigation for dinghies and day-boats, construction and repair.
METEOROLOGY	Onshore/offshore winds.	Sources of forecasts, when to reef.	Simple met. & interpretation of forecasts.	Local weather patterns, strategy.	Detailed interpretation, planning for day's journey.
CLOTHING/EQUIPMENT	Clothing, personal buoyancy.	Boat buoyancy, safety equipment.			Requirements for day's journey/ dinghy cruising.

A Poem by Kate Longworth

DECLARATION of LOVE

*Is it truly love,
Or just infatuation,
This passion that I feel,
This tingling elation ?*

*When we are both together,
Alone, just you and me,
I marvel at our one-ness,
The knowledge that I'm free-
Free! with you to travel,
Relaxed, despite cold feet
And a nervous anticipation
Every time we meet.*

*Free! to fight the elements;
The sun, the wind, the rain;
To pause at the beaches
And then set sail again;
To experience together
The challenges we find,
To meet them with our teamwork-
Your body and my mind.*

*Yes, truly do I love you,
And madly do I dote
On you, beloved Seafly,
My beautiful wooden boat.*

The Crew

In this article I want to look at the important role of the crew, how necessary good team work is and the crew's duties.

It is widely believed that one would start a racing career by crewing and then progress to the back end of the boat once a basic knowledge of tactics and rules have been achieved. Certainly at the high level of competition the crew is a specialist in his own right and dearly sought after, this is not always the case lower down the ladder, a crew is often regarded as just ballast and someone to shout at when things go wrong. I would say the experience of the crew will make the difference between winning a championship and coming in the middle of the fleet. I believe, and I hope many others will do too, that the crew and the role of the crew should be considered a specialist in his own right.

If you start on this footing, then it is easy to build from this point and develop a winning team.

Balancing the Boat

When one starts out you will probably find you are being told to move from one side of the boat to another, after awhile you will start to anticipate these movements. The main idea is to keep the boat as flat as possible, except when tacking or in very light conditions.

In light winds, you will spend most of your time down to leeward, but be ready to be prepared to move up to windward in the gusts, otherwise the force from the wind will be wasted. Try to watch for the gusts coming, watch the surface of the water. As a helm, I usually try to tell the crew when a gust is coming, especially if he is busy doing something else.

Conversely, in strong winds, you will be to windward using your weight to hold the boat upright and driving. It is important to find a comfortable position, if you have adjustable toe straps, (and you should have) get them adjusted so you can use your weight to maximum effect and still be comfortable, once you get in the lead you can move them to an easier sitting out position to save your energy. If the deck cuts into the back of your legs or calf muscles, then next winter suggest to your helm (assuming he owns the boat) that the deck be bevelled, discuss the problem with him. Remember it's TEAM work.

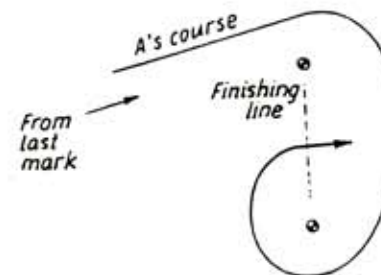
Crewing Duties

At the start, your duties are essentially to keep a watch on what is happening and check your helmsman knows where he is going. I find it very useful if the crew does the timing. I like to have a set 'count down' i.e. 10 to 5 minutes before the start 1 minute count down. 5 to 1 minute before the start, 30 second count down, then every 10 seconds. Once you get used to a system, then starting becomes a matter of routine.

As the start approaches be wary of overshooting the jib. You will probably be a little bit free approaching the line, so squeeze the jib in as the start draws near.

More on Crewing in the next Newsletter

Source material for the questions and answers from RYA Appeal Cases 1962-1991.
Published by kind permission of the Royal Yachting Association.

1. SAILING THE COURSE IYR Rule 51.2.**The Facts**

A yacht finished a race as shown in the diagram. The relevant sailing instruction read:

".....the finishing line ...shall be an imaginary line between the ...post on the club flag deck and Middle buoy. The extremities of the finishing line are bounded by Middle buoy and Inner buoy..."

After the race, the protest committee marked her 'crossed wrong line, did not finish' and she appealed.

Q Do you think that she would win her appeal?
Under what grounds?

2. INDIVIDUAL RECALL Rule 8.1

The start was made from a permanent line, into the wind and with a strong following tide. When the starting signal was made "A" was over the line and a second gun was fired immediately. The class flag was left at the dip. "A" turned back and reached for the starting line. When she saw the class flag lowered, believing that she had correctly recrossed the line, she hardened up and resumed the race. In fact she had not recrossed the starting line.

Qa) The words in the sailing instructions said '...the responsibility for returning will rest with the helmsman concerned' does this mean that even if the Race Officer makes a mistake and drops the flag prematurely, is it still the responsibility of the helmsman to start correctly?

RULES QUIZ

3. DEFINITION OF "LUFFING".

Rule 36, Opposite Tacks - Basic Rule

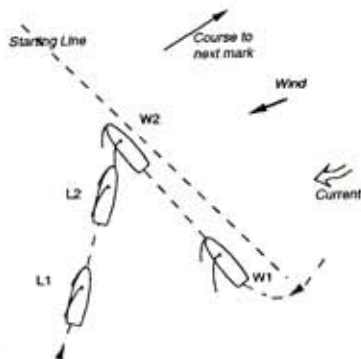
Rule 37.1 Same Tack - Basic Rule - Windward yacht keeps clear.

Rule 40, Same Tack before starting.

As shown in the diagram, L maintained a steady course which converged with that of W until a collision occurred.

L protested under rule 37.1, W under rule 40. The protest committee considered that rule 40 was inapplicable and that W had failed to keep clear of L, W was therefore disqualified under rule 37.1

W appealed on the grounds that the decision should have been based on rule 40. L had been sailing a course closer to the wind than W; she could have been said to have been luffing W although this luff was gradual. L had no luffing rights since the helmsman of W had always been forward of L's mast and she had therefore infringed rule 40.



Q a). Do you think W won his appeal?

Q b). Which rule do you think was infringed?

4. FAIR SAILING. Fundamental Rule C

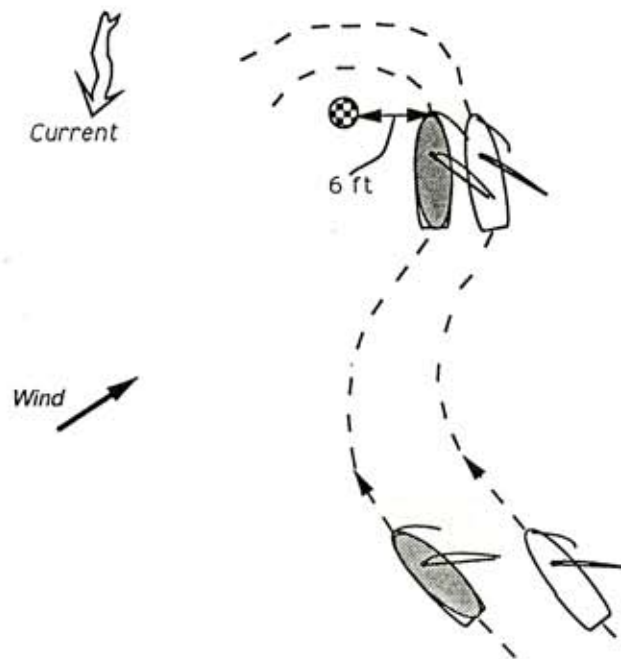
After the third race of a four-race series, three of which were to count for points, B would win the series if she could win the fourth race. Both yachts started correctly. At and after the start, A deliberately sat on B, carrying her a long way from the course. When it became apparent that B was virtually out of the running, A tacked, both yachts then found themselves a long way behind the rest of the fleet. It was clear that A did not try to win the race, nor was she interested in doing so, could B have protested her under the Fair Sailing Rule?

RULES QUIZ

5. MARK ROUNDING

Rule 37.1 Same tack - Basic rule - Windward yacht keeps clear.

Rule 42.1 (a), Room at marks and obstructions.



As shown in the diagram, L and W approached the leeward mark on port tack, sailing very slowly on a very broad reach. W established an overlap before the two-length circle. During the rounding W's boom touched L's port shroud. L protested under rule 37.1, W relied on rule 42.1 (a). The protest committee having found that W was half a boat length (about 6 ft) from the mark when she started to turn, considered that she took more room than necessary and disqualified her under rule 37.1 for failing to keep clear of a leeward yacht when there was room for her to do so.

Q a) Who was in the right, W or L?

Q b) How much room are you allowed in rounding a mark?

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 101	1963	Wood, Banks sails, MacNamara spinnaker, fully equiped. Good boat. Andy Woolner, Exmouth 0395 268472	Yes	£850
C 149	1964	Wood, good condition, Proct F mast & Proct boom, 2 suites of sails & spinnaker, trolley & road trailer. Rory Barnes, Christchurch Tel 0202 470913	Yes	£400
C 156	1964	Wood, first class condition, metal mast, new cover and brand new trolley & trailer.	Yes	£700
C 167	1965	Wood, Proctor Beta Mast, trolley, lots of fittings, needs painting. Bournemouth. 0202 424813.	Yes	£325
C 183	1967	Wood, good condition -Bargain. A McPhie, Okehampton. Tel 08372910 (work).	Yes	£750 O.N.O.
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. Tel 0234 720029 or work 0604 233200.	No	£545

BOAT MART (Continued)

Sail No	Built	Details	Registered	Price
C 441	1973	GRP hull, wood decks. Sails, trolley, trailer. M Hartnell, Worthing Tel: 0903 233625	Yes	£600 ono
C 500*	1977	Wood, 3 year old spars, repainted, varnished very good condition. Worthing Tel 0903 501793.	Yes	£500
C 501*	1977	GRP?, good cond, fully equipped trolley, spinnaker. Northants 0572 87838	No	£775
C 645	"Just Amazing"	competitive, down to weight, foam sandwich composite boat. Proctor G mast, complete suite of Hood sails and spare Banks spinnaker, all good condition. Inside of boat & deck being professionally varnished. Combi trailer/trolley and cover.	Yes	£2,750
No number	1982/9	GRP hull, wood decks. Built from shell by owner. Alloy mast, new sails, good cond., cover, trolley. Wilson, Epsom. Tel 081 393 5539.	No	£525

WANTED

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

Urgently wanted, more articles, letters and photo's for the Newsletter.

NEXT NEWSLETTER

Tactics
Book review
Preparing for the Nationals
Rules Quiz
Nationals Update

Info in by 20th June 1992

Publishing date: 20th July 1992

NAME	Boat No	Boat Name	Type Mmbr	Club
K.R. Anderson	156		full	
Mark Appleby	500		full	Crawley Mariners YC
R. Bagley	195	Seafyt	full	Dovey SC
Frank Bassett	620	Sea Hound	full	Blakeney SC
Ken Bartlett	575		full	Starcross YC
Rory Barnes	492	Mantis	full	Christchurch SC
P. Banfield	31	Mischief 3	full	Havering Sailing Assn.
Peter Bailey	0		full	
Mr & Mrs M Bethell	47	Swift	full	Dinghy Cruising Assoc
Bill Beeson	643	Clappers	full	Starcross YC
Alan Brook	648		full	Starcross YC
Dereck Brant	159	San Michelle	full	RNSA
Stephen Cammell	503	Flycatcher	full	Burfield Lake
Maurice Churchill	621	SlapDash	full	South Cemey SC
Ron Cockwell	646	Foiled	full	Highcliffe S.C.
David Cotgrove	506	Knights Mischief	full	Starcross YC
G C Curtis	335	One Good Turn	full	Norfolk Schools SA
Wendy Dorbon	156		full	Highcliffe SC
P Edmett	154	&176	full	
S Eley	400	Nell	full	Highcliffe S C
R. Evans	509	Mr. Shifter	full	Rutland Water SC
David Farr	38	Spirit of Adventure	full	Lee-on-Solent SC
John Foskett	378	Puzzle	full	Highcliffe SC
Peter Fullagar	0		full	Canberra YC, Australia
Barry Goodwins	410	Opuss 1	full	Creeksea SC
S J Greenslade	523		full	Starcross YC
Peter Gray	0		Assoc	Chew Valley Lake SC
Alan Green	0		full	Starcross YC
Peter Guinan	443	Soopa Doopa	full	Llangorse SC
Mike Hartnell	626		full	Worthing YC
M V Hambling	388	Extra Time	full	Blakeney SC
Dave Hayward	367		full	Avon & Som. Constab SC
Jon Hales	242		full	Denham SC
Roger Healey	317	Morwenna	full	
Julien Hoyles	144	Woodle	full	Hoveringham SC
Tim Hoyle	649	Blue Adder	full	Highcliffe SC
Brian Howe	644	Howabout	full	Highcliffe SC
David Hughes	638	Mercury	full	Highcliffe SC
John Iffla	622	Also Amazing	full	Starcross YC
Alan Izzard	231	Chloe Too	full	Fishers Green SC
P.L. Jones	419	Dunelm	full	Bowmoor SC
Peter Jones	645	Just Amazing	full	
T.W.Kingsley-Singer	482	NoSoSlo	full	Newcastle YC(Co. Down)
Laurie Lanham	0		Assoc	Starcross
Carol Lanham	430	Whisper	full	Starcross

NAME	Boat No	Boat Name	Type Mmbr	Club
T. Le Good	639		full	Starcross YC
Kate Leigh	0		Assoc	Starcross
Dr J. Lloyd	420		full	Starcross YC
A & K Longworth	0	Various	full	
David Lockwood	155	Chris	full	Highcliffe SC
Dr R.W. Lyle	0			
Colin May	0		full	Highcliffe SC
Ian Mansfield	642	The Admiral	full	Highcliffe SC
T.R.N. Main	634	Nimbus	full	Severn SC
J.I. McCarroll	172	RR'd	full	
Jim & Jan McClean	434	Black Magic	full	Worthing YC
Dr D.H. McFadyen	0		full	
John McPherson	636	Resolution	full	Highcliffe SC
Andy Norman	95	Aces Wild	full	Worthing YC
C.R. Odling	198	Firebird	full	Highcliffe SC
J.R. Perryman	623	Jupiter	full	Blakeney SC
Ivan Phillips	0		full	Highcliffe SC
W.J. Prescott	0		Assoc	
J. Readings	0		full	
Drs C&J P Roythorn	493	Cquel	full	Starcross Y C
Brian Robinson	96	Pegasus	full	Worthing
J.H. Rowe	627		full	Starcross YC
Mike Robinson	470	Revival	full	Highcliffe SC
Royal Yachting Assoc	0			
Eric Sales	650	E.a.T.Nita	full	Seasalter SC
D.B. Shaw	0		full	
J. Speirs	223		full	
Sam Stoyle	635	Redstart	full	Highcliffe SC
A. M. Summers	624	Sioux	full	Highcliffe SC
Wallace Symmonds	480	Jack	full	Cotswold SC
D. Tarrant	339	Elizabeth Jane	full	South Cemey SC
Paul Taylor	652	Summers Day	full	Highcliffe SC
Adrian Tebbutt	58	Sea Slug	full	Ouse Amateur SC
R.G. & D. Thompson	653	Kittiwake	full	Blakeney SC
Barry Thomas	640	Karamel Too	full	Highcliffe SC
F. Turner	320	Sea Scamp	full	Woodlands Park
C. Tucker	0			
G. Uren	369			
J Vailes	161	Southern Spirit	full	Christchurch S C
Mike Winfield	651	Merganser	full	Beaver SC
Gary Williams	250		full	Highcliffe SC
A.M. Woolner	647		full	Starcross YC
Rob York	477	Earl Grey	full	Highcliffe SC
Yachts & Yachting	0			
D.A. Whittles	0		Full	Keyhaven Y.C.
J Taylor	392		Full	

ANSWERS to QUIZ

1 Decision by appeals committee:

Appeal dismissed.

The appellant was required to 'unwind' before finishing correctly. The obligation for a string course to lie on the required side of each mark is not satisfied, a complete circuit requires to be made of both ends of the finishing line, before crossing it, to finish correctly.

2 Decision by appeals committee

Appeal upheld; "A" is to be reinstated.

"A" was entitled

to interpret the lowering of the class flag from the dip as confirmation of her opinion that she had correctly returned to start. The Race Committee cannot escape its obligations by placing the responsibility on the yacht concerned.

3 a) The appeal was dismissed. A leeward yacht sailing a steady converging course towards a windward yacht is not luffing; as, by definition, luffing involves an alteration of course.

b) The Protest Committee, having found that L did not luff, was correct in disqualifying W under rule 37.1

4 No. The application of the Fundamental Rule C, the Fair sailing Rule, should not be considered, in the light of the fact that this was a competition consisting of four races of which three were to count; none of the races was an individual event.

Legitimately delaying an opponent is accepted in team racing provided no rules are broken, and similar tactics in an event of this nature do not infringe FR C.

5 a) W was re-instated after an appeal and L disqualified, Rule 42.1 (a) makes exception to Rule 37.1

b) W is entitled to as much room to round the mark as was required in a seamanlike manner. 6 ft away on the approach to a mark is normal, especially with the adverse current.

C. M. MARINE

(COLIN E. K. MAY)

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