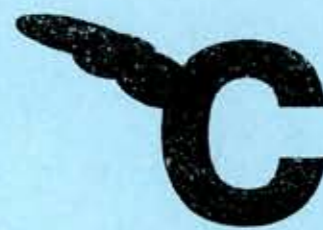
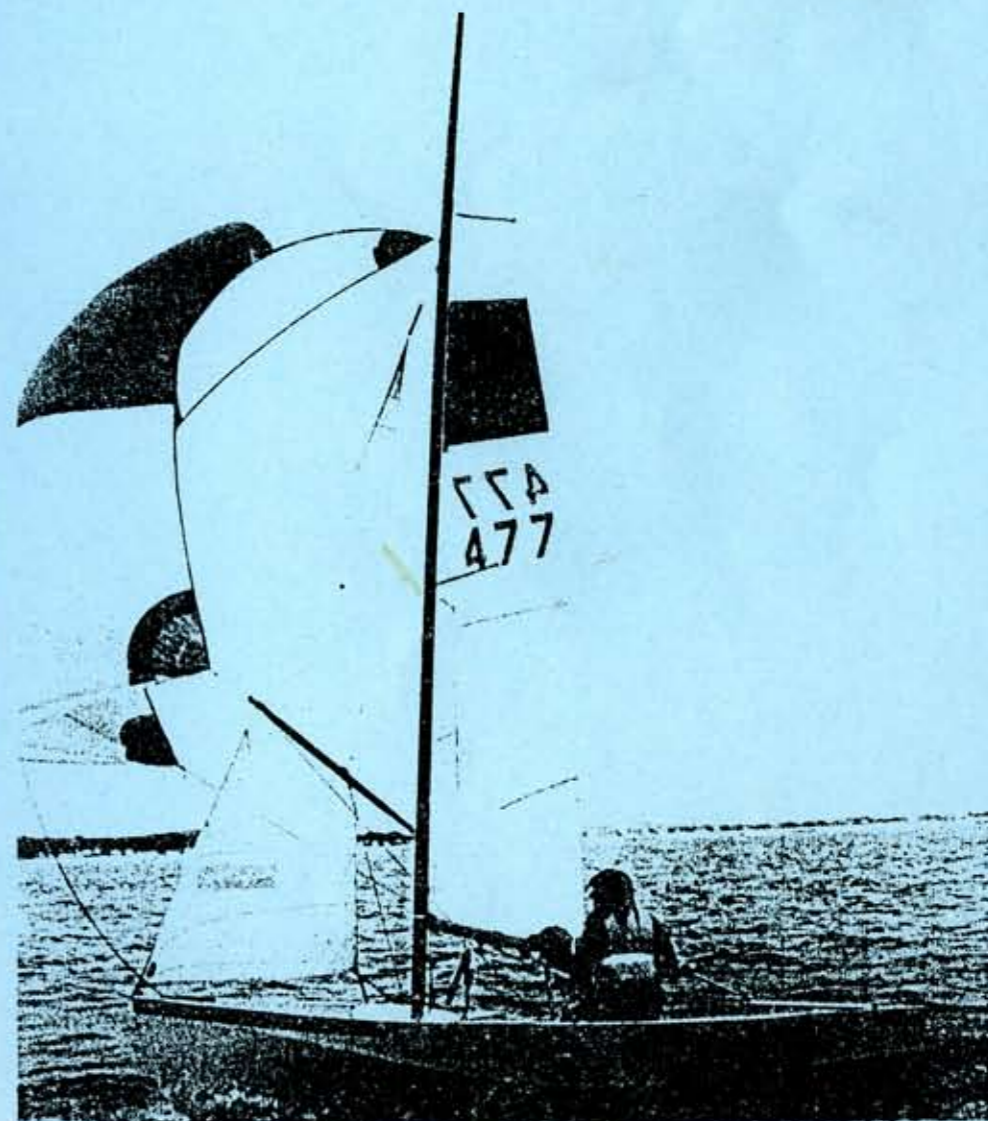


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Seafly in the '90s

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 Association or Class Rules.

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May I thank you all for the most encouraging letters, apart from "filling up" the Newsletter, it helps the Association when making decisions to know how you, the members, feel about things. I always bring important letters along to committee meetings for discussion. So not only do your letters get published but they are used and acted upon by the committee.

At last, I can tell you there is movement and agreement towards an all GRP Seafly. Already a meeting took place at Starcross and another is being held at the Highcliffe Open Meeting. The committee have agreed to go for an all GRP Seafly as soon as possible, as the existing mould is coming to the end of its life. Whether it is with the present builder or other/s we shall have to see, suffice to say, negotiations are taking place.

It has been really encouraging to hear that Christchurch Sailing Club, up river from Highcliffe S.C. are snapping up all the available Seaflys, and have already got 3 in the fleet with 3 more looking, so if you know of any Seaflys that might be up for sale, then let Rory Barnes know on telephone number 0202 470913.

I know I may have upset one or two people by my actions in seeking to 'update' and find a regular supplier of Seaflys, BUT I have only got the interest of the Seafly Association and its survival in mind, in the actions I

have taken. In this day and age, if you don't go forwards and have aims, objectives, to promote, improve and strengthen the class, then you will go backwards, there is no in-between. There is strong opposition out there and they are not standing still. I expect that in the next few years a number of classes will disappear, I hope, even though we are a relatively small class we are not one of them. We have a good boat and we MUST ALL GO OUT AND SELL IT.

In the letters I have received some ideas have already been suggested, if you have any more ideas then let us hear them. The Association can help with advertising and organisational aspects. So put your "Thinking caps on".

How's your "Sponsor a Youth Team" for the Nationals going!!! Everybody is very quiet! If any of you youngsters happen to pick up this Newsletter, let me know what you think about the Seafly Association or your club racing. Would you like a Junior Membership scheme. Would you like a Junior Training Day. A handicap system to put you on more even terms. Let us hear from you. IF I get enough correspondence we could start a youth section in the NEWSLETTER (and I promise to only edit anything that is libellous.)

Mike Robinson C470

Where Have All the Seaflys Gone?

At a recent Committee Meeting the question arose about how do we make more second-hand boats available?

The suggestion that there are around 650 Seaflys in existence is a myth as it is known that there was a batch of numbers never used by South Devon Boat Builders and several others are known to be preserved for ever in that great dinghy park in the sky.

However, there are many more Seaflys around than there are members of the SDCA.

Please will YOU look on your dinghy park, for any Seafly-like object. If you spot one please identify its number (should be on the centreboard case capping) and its state. If

you can track down the owner this would help as would any other information (builder, colour, club).

The Treasurer (Tim Hoyle C649) is starting a log which aims to identify what happened to all the numbers. This is going to be a mammoth task embracing the worlds dinghy parks; as you go about your sailing and other water activities, please send Tim information on any Seafly not currently in the members list.

GOOD HUNTING

Tim Hoyle C649

Laurie Lanham

Laurie Lanham, one of the founder members of the Seafly Association, died earlier this year.

Laurie was one of the first chairmen and presented the Chairman's Cup, which is sailed for in the third race of the National Championships. He did much to promote the Seafly in the early days, particularly at Starcross Y.C. where he held many offices, including those of Commodore, President and latterly Vice President. He also organised several Seafly Championships at Plymouth.

He owned a succession of Seaflys and sailed regularly until a few years ago when ill health obliged him to fold away his sails. He had a great sense of humour and delighted in regaling numerous sailing anecdotes, many concerning Seafly personalities.

Laurie was very good company and his death is a sad loss to the Seafly cause. We extend our sympathies to Carol and his family.

A.G. & Committee

1. Events in '94

There is a good programme this year with meetings spread evenly once-a-month throughout the sailing season. The dates for your diary are:-

- 14/15 May Highcliffe SC Seafly Open Meeting
4 races, 3 to count.
First race Sat 11:30, Sun 11:00
- 18/19 June Blakeney SC Open Meeting
3 races, 3 to count.
First race Sat 13:30, Sun 14:45
- 16/17 July Starcross Open Meeting
4 races, 3 to count.
First race Sat 10:30.
- 21-26 Aug National Championships, Seasalter
Sun - Practice Race.
Mon - Fri 5 Championship races
- 10/11 Sept Worthing YC Open Meeting
4 races, 3 to count.
First race Sat 13:00
- Nov Inland Championships, Spinnaker SC
3 races, 2 to count.
First race Sat 11:00

Why not resolve to enter one or more of these events if you have not done so before; you will receive a very friendly welcome.

2. NATIONAL CHAMPIONSHIPS

Arrangements are well in hand for the 1994 National Championships at Seasalter S.C. Although Seasalter no longer has a Seafly fleet, it has a long history of running our Nationals and the club is renowned for its hospitality.

Launching is very easy from the gently sloping sandy beach in the sheltered estuary of the River Swale. The club has its own camping site and there is plenty of caravan and other accommodation nearby - for details write to the Tourist Information Office at Canterbury.

There will be the usual Practice race on Sunday and five daily championship races on Monday to Friday, with four results to count for overall points. We are sharing the week with shearwater catamarans and have asked that for 'Olympic' courses they be given a separate wing mark. We have also asked for one or two 'Inverted P' courses to provide a

little variety from the familiar 'Olympic' type course

The entry fee is expected to be £60 and there may be a late entry penalty, so get your entry in early on the form which is enclosed with this Newsletter. As Seasalter has asked for a guarantee of at least 20 boats we need as many entries as possible to avoid the Association having to make up any deficit.

The social programme is likely to include:-

- Sunday Commodore's Reception
- Monday/Tuesday Quiz Night
- Wednesday B-B-Q
- Thursday Seafly AGM at 10 am
- Friday Prize giving and buffet in the clubhouse

3. NATIONAL DINGHY SHOW - SAILBOAT '94

We were back in Hall Two this year, in a better position at the end of the centre line of boats so that visitors walked round three sides of the stand. Mark Appleby kindly displayed his new boat C654 "Expletive Deleted", which attracted attention with its plywood decks, a declining, feature in these days of all-GRP boats, although it has to be admitted that the boat owners nowadays want minimum maintenance.

I was very grateful for the help I received on the stand - in particular Mark and his father Mike who were there on both days, and Alan Izzard and several others who came along to lend support.

A special meeting of exhibitors, which I was unable to attend, criticised the R.Y.A., who organise the show, for allowing more and more commercialism to creep in. To be fair, the R.Y.A. did heed last year's complaints from several classes, including ourselves, that some were unfairly excluded, and this year did their best to fit everybody in. It must also be admitted that without the support of some of the big names in sailing the show would be more expensive and in danger of failing to get support of the public to make it viable - as it was paid-for tickets were down by 16.8%, according to Yachts & Yachting. Clearly something has to be done to make it more attractive to the public and bring in more non-sailors. There is talk of a move to a better venue, Crystal Palace has several disadvantages, but all the indications

STOP PRESS

Highcliffe SC Open Meeting results

14/15 May 1994

Helm	Crew	Club	Boat No	Race 1	Race 2	Race 3	Race 4	Final Points	Final Position
R Johnston	Peter Colyer/ Andy Murray	Christchurch SC	650	2	(7)	.75	.75	3.5	1
Rory Barnes	Bryony Barnes	Christchurch SC	492	3	.75	(4)	2	5.75	2
Rob York	Jackie York	Highcliffe SC	477	.75	3	3	(3)	6.75	3
Ian Mansfield	Neil Hamilton/ Helen Mansfield	Highcliffe SC	642	4	(6)	2	5	11	4
Mike Robinson	Andy Murray/ Samantha Briggs	Highcliffe SC	470	5	4	6	(7)	15	5
Tim Hoyle	Tim Wines	Highcliffe SC	649	7	(10)	5	6	18	6
Ron Cockwell		Highcliffe SC	646	8	(9)	8	4	20	7
Alan Brook	Lee Brook	Starcross YC	648	13	2	7	(13)	22	8
Barry Thomas	Dominic Thomas	Highcliffe SC	640	(9)	8	9	8	25	9
Paul Taylor	Mary/ Allstair King	Highcliffe SC	652	6	(13)	11	9	26	10
Gdlin May	Louise Mansfield	Highcliffe SC	635	11	5	10	(13)	26	11
Brian Howe	Val Howe	Highcliffe SC	644	10	(13)	13	10	33	12
Mike Hartnell	Birgit Buerger	Worthing YC	626	(13)	13	12	11	36	13

are that anywhere else, e.g. Birmingham or Alexandra Palace in North London, would be very much more expensive and probably beyond the pockets of the smaller classes like us.

4. BUILDERS

During Sailboat the opportunity was taken to talk informally to Don Marine Ltd, of Walsall, West Midlands, about the possibility of building an all-GRP Seafly. They already make GP14s and Solos, and have recently taken on the Wineglass, which looked very attractive on a nearby stand in Hall Two.

In spite of the attractive appearance of wooden-decked boats, there is no doubt that today's owners want the minimum amount of maintenance and all the new boats coming into production are all-GRP. Maybe the Seafly would sell more readily in this form instead of the present composite version.

Don Marine have put some tentative proposals to the committee which we will be considering at a meeting shortly, possibly before this appears in print.

In the meantime at a committee meeting held at Sailboat, Colin May said he was hoping to rebuild his hull mould to improve it.

5. SUBSCRIPTIONS

Our Treasurer, Tim Hoyle, tells me that subscriptions are coming in quite well but there are still a considerable number of you who have not yet renewed your membership. If you are one of these please send your subscription NOW - £10 for Full members, £5 for Associates, cheques payable to the Seafly Dinghy Class Association - to Tim Hoyle at 26 Elphinstone Road, Highcliffe, Christchurch, Dorset, BH23 5LL.

6. NEW MEMBERS

Welcome to the following:-

Roger Elliman C449 Arun & Felpham YCs
 Ian Taylor C392 Crawley Mariners SC.
 (brother of Joost)
 Paul Hughes C290 Baltic Wharf SC,
 Bristol.

7. FOR SALE

Seafly Handbooks (1994 edition), £1.30 and Car Window Stickers, £1, available from me.

I wish you a good sailing season.

Alan Green.

SEAFLY DINGHY CLASS ASSOCIATION NOTICE OF 1994 ANNUAL GENERAL MEETING

The Annual General Meeting of the Seafly Dinghy Class Association will be held as usual during the National Championships on Thursday, 25th August, 1994 at 10:00hrs at Seasalter Sailing Club, The Club House, Faversham Road, Seasalter, Whitstable, Kent.

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. Therefore they must reach the Secretary: Alan Green, "South Cones" 10 Higher Warren Road, Kingsbridge, Devon TQ7 1LG, not later than 28th July 1994, otherwise they cannot be considered.

Place	Date		No of Races	Start
Highcliffe SC, Christchurch	14/15	May	4 races, 3 to count	11:30
Stokes Bay, Gosport	Sat 5th	June	Barclays' Solent Pursuit Race	14:00
Blakeney SC, Norfolk	18/19	June	3 races, 3 to count	13:30
Starcross YC, nr Exeter	16/17	July	3 races, 2 to count	N/K
Nationals Championships Seasalter, nr Whitstable	21-26	Aug	1 practice, 5 races, 4 to count.	N/K
Worthing YC, W Sussex	10/11	Sept	4 races, 3 to count	N/K
Chew Valley Lake SC, Nr Bath	Sun	Oct	Visitors Day, Handicap & Pursuit Race	11:00
Inland Championships Spinnaker SC, nr Ringwood		Nov	3 races, 2 to count	11:00
Lymington Town SC		Nov	Charity Pursuit Race	12:00

Open Meeting Report:

Draycote Water 'Two of a Kind Rally' - Saturday March 26th

The two top helms and crews from this years Nationals Adrian Summers and Norman Hack, and Alan Brook and Paul Kelly were invited to Draycote Water for this annual Pursuit Race for the top two boats in each recognised dinghy class in the UK.

It is a great event with about fifty boats taking part and a chance to rub shoulders with some of the real greats in dinghy racing, like Ian Pinnell.

There is a commentary for the spectators and when you get near the clubhouse you can hear them talking about 'YOU', a very strange feeling.

Unfortunately this year the wind didn't go along as well, or it wasn't invited. After a reasonably good start and an initial surge up through the fleet in the force 2-3 wind it all came to a very frustrating end as the wind died away to nothing. The Seaflyies watched other boats drift passed them for two hours. When the final hooter came there was still not enough wind to get to the next mark in the time limit, so both Seaflyies eventually retired. They had not even completed a lap in the two and half hours of racing. Thanks for trying lads, lets hope there is more wind next time.

'94 Seafly Nationals

August 21st to 26th - SEASALTER

Enclosed with the Newsletter is the Entry Form for the 1994 Seafly National Championships, to be held on the North Kent Coast near Whitstable

As well as sailing it is a very nice place to have a holiday, lovely sandy (safe) beaches, easy parking, campsite across the road from the Sailing Club and a very hospitable club, that will make you really welcome.

Many will be meeting old friends, some, making new friends, ask anybody who went

to Starcross last year how friendly the competitors are.

There will be prizes for best newcomer, best junior(The Brian Howe Challenge Trophy) and best turned out old boat, (Sail number under 600).

If you don't want to camp then here are two Caravan sites you might be interested in:

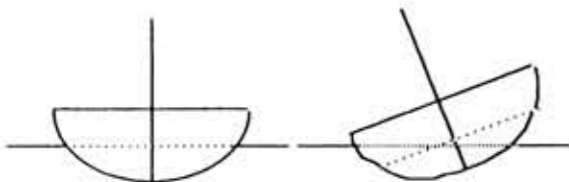
Albert Caravan Park Tel: 0227 274485
 Homing Leisure Park Tel: 0227 771777

SEAFLY UNIQUE DESIGN by Bill Prescott

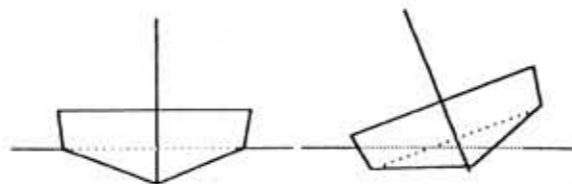
I am prompted by your current issue of the Seafly newsletter to add some odd thoughts. As a class, the Seafly engenders great loyalty and many of us have stuck to the Class for years. From the very start of handling a Seafly, I was struck by its secure controllability and the boat has always given great confidence to the helmsman. However, it is not altogether an exciting boat calling for great skill and agility to control it. On the contrary, it does have the opposite features of being a boat that feels for ever controllable and difficult to capsize. It can be quite fast, but because of its bluff entry, it is not very fast to windward in rough seas. But does the Public know what unique features the Seafly has to offer from its unusual shape. And if they do know, do they believe? - if it is true, why aren't more boats this shape? Not everyone has the strength to hold their own convictions.

Some many years ago, I wrote an article which got into 'Yachts & Yachting' describing the function of the Seafly shape in the forces affecting stability. Briefly it was as follows:-

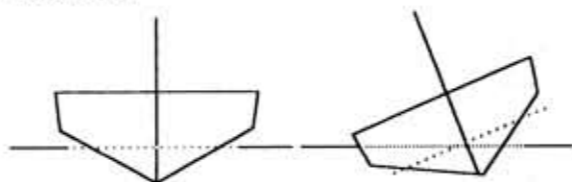
The Round Bilge Boat (at the time examples were the Firefly & Albacore) had a fairly symmetrical cross section. When the boat heeled, the section that came out of the water was replaced by a similarly shaped section. This means that the hull shape had no built-in righting action, and the boat would roll very easily. The challenge was to use the centreboard and your own weight to keep the boat steadily upright.



The Single Chine Boat was typified by the G.P. 14 and it had more positive stability. When heeled, the cross section coming out of the water is slightly smaller than the section newly submerged. In effect this means that when heeled, the boat actually lifts out of the water - this is a noticeable resistance to heeling



Double Chine Boats as represented by the Enterprise and Wayfarer. This shape loses a little of the initial stability of the Single Chine boat because the first chine is such a shallow angle that it is approaching the Round Bilge shape. Initial heeling takes out approx. the same section as is being newly immersed. However, further heeling then follows the way of the single chine with a larger section being immersed than the section taken up. In this way, the initial heel of the double chine boat is rather quick and light - but the boat then settles down to the more steady single chine reactions.



The Seafly is a 'Vee bottom boat and in normal upright sailing position, the chines do not touch the water. The most obvious quality of the Vee is that of fast planing - and of course this is one of the pleasures in sailing the Seafly. What is not usually recognised is that this form gives wonderful stability against heeling. As you can see from the diagram, when the Seafly heels, the section immersed is very much bigger than the section leaving the water. This means that the boat is being lifted out of the water as it heels, and this provides a stabilising force. Moreover, as this heeling progresses, the boat, in effect, becomes a flat-bottom boat. One of the lovely features of the Seafly design, is that as the angle of heel progresses, so the point of the chine in contact with the water moves progressively forward. This is generated by the smooth progression of the Vee angle from transom forward to the stem. Many of the photographs of the Seafly, like the one on the cover, show this feature well.

ERIC TWINAME MEMORIAL TRUST

When you have a go at the Rules Quiz you will notice that a small donation is being given to the above trust for permission to use the RYA Appeals Cases Book in preparing the quiz questions, I thought it would be a nice idea to tell you about the trust and maybe you might know someone who might benefit.

The Trust was established in 1980 in memory of Eric Twiname, a man dedicated to sailing, especially racing dinghies, who died the previous year aged only 38. The trust was formed by his father Alec in order to continue Eric's many and diverse interests in the sport, which by then had overlapped with his work as yachting journalist.

Eric was born in Workington, Cumbria, and was taught to sail when aged about nine by his father Alec, on Bassenthwaite in the Lake District. Alec was an enthusiastic club sailor, particularly interested in the growing development of team racing. Eric, however, did not immediately respond to his father's prompting and it was not until he went to London University's Imperial College - which he graduated in Civil Engineering - that he became passionate about dinghy racing.

He became captain of the Imperial College team and eventually captain of the British Universities Sailing Association (BUSA). With them he team-raced in Europe and the U.S.A. in the 1960's. Later, he was among the first British sailors to acquire one of the new Laser class, quickly adapting to it and winning the National Championships in 1973. He then moved on to the more demanding International Canoe Class, where he also became national champion.

During this time he lived and worked in London, mainly as a freelance yachting journalist, but also successfully writing plays for BBC radio. He was an accomplished pianist and, with a little encouragement, would entertain competitors and press colleagues on any convenient clubhouse piano. He committed his ideas on dinghy racing to a wider public with "Dinghy Team Racing", published in 1971; "Start to Win" (1973); and "The Rules Book" (1977) - a revised version of which is still a popular publication. He served on the Racing Rules Committee of the RYA and at the time of his death was Editor of the magazine "Dinghy International".

The Eric Twiname Memorial Trust provides much-needed money for deserving causes, both individual and groups, who would otherwise be unable to fulfil their objectives - whether it be their own ambition to get afloat or the means to

assist in the organisation of an event. The emphasis is directed towards youth, for whom sailing can be prohibitively expensive, with sympathetic consideration always being given to applications that would not attract sponsorship or aid from bodies such as the Sports Council or the Sports Aid Foundation.

It should be clearly understood, however, that the trust is not intended in any way to replace or even complement sponsorship; it is solely to promote the sport and assist keen, but impecunious sailors to gain a foothold in yachting. Usually, this is by means of bursaries, which enable the applicant to apply for a place on a sailing course at a club or sailing school. Clubs may apply for assistance in running an event, or for the purchase of suitable dinghies for training purposes. Beneficiaries of the Eric Twiname Memorial Trust have been able - by means of bursaries - to attend a week's training in Optimists at Papercourt Sailing Club and a week's cruise in an Ocean Youth Club Yacht. Clubs have benefited by the acquisition of 13 Toppers and several 420 dinghies. A Europe was made available for a youth champion in which to practice before attending a world championship.

The Trust, which is a registered charity, annually supports the final rounds of the Eric Twiname Regional Junior series, Racing rules competition, and (biennially) a national Rules Seminar.

Anyone may apply for aid, though the beneficiaries should be young people. The Trust is very approachable - a simple hand-written letter is usually all that is required - further information about the project or individual may be requested.

Donations of any amount would be most gratefully acknowledged, and contributions of £10 or over will be recorded in the Trust's Annual Report - a copy of which will be sent to each such patron. Cheques should be made payable to the Eric Twiname Trust.

Applications for aid or contributions to the Trust should be directed to John Reed, c/o the Royal Yachting Association, RYA House, Romsey Road, Eastleigh, Hampshire, SO5 4YA. Tel 0703 629962.

Ever thought of joining the RYA. Do you enjoy going where you like, when you like, by whatever means of propulsion you like.

Well there are many forces putting pressure on recreational boating to limit, legislate and price it away. We must not take this freedom for granted. The RYA are fighting for your freedom. The larger the RYA membership, the greater the influence the RYA carries when lobbying, and protecting and representing the yachtsman's interests in places, committees and to people that actually make the decisions that effect our sport.

Being a member of an affiliated club does not make you a member of the RYA. Only full personal RYA membership, which costs so little, provides weight and power to the RYA voice, and only full personal membership gives you the range of benefits, many of which individually save you more than the price of the annual RYA subscription

FREE SERVICES

- ◇ RYA News - quarterly - free
- ◇ RYA books - £6.50 annually - free
- ◇ Helmsman's Certificate of Competence
- ◇ Allocation of T,Y & M numbers
- ◇ Legal advice on yachting problems
- ◇ Third Party Insurance for windsurfers
- ◇ Entrance to RYA members' lounge at Earls Court

OTHER RYA MEMBERSHIP BENEFITS

- RYA Visa card
- 10% discount on RYA Yacht Insurance Scheme

And many others

It is easy to join, you can now join over the phone and pay by Visa or Access cards

Ring 0703 629962

Annual fee £16 (or £15 by direct debit)

SAILBOAT '95

A new committee is being formed under the chairmanship of Cliff Norbury. Anybody interested in being on this committee, contact Donald Forbes at the RYA. The principal committee jobs will be:

- * To review the objectives of the Show and rewrite the terms of reference for the committee
- * To decide on the best venue for Sailboat '95
- * To improve communications between the organising committee and affiliated classes and clubs.

PROJECT FUNDING

The number of awards given to sailing related projects from the Foundation for Sports and the Arts has fallen off slightly in recent batches. It might be quite a good time for any club or class interested in getting funding for a suitable project to keep the pressure up and send in an application form. The RYA can provide a special information sheet giving advice and examples of the sort of proposals which have succeeded in the past.

CONTACT: Gaye Sarma at the RYA.

CONTACT: The Foundation for Sport and the Arts, Tel 051 524 0235

BT/YJA Young Sailor of the Year

The standard for the inaugural BT/YJA Young Sailor of the Year Award was extremely high, attracting over 50 nominations. It was won by Storm Nuttal and Sally Cuthbert, (both local girls from Bournemouth)- 1993 World Youth Champions in the Laser II.

Plans for the 1994 award are now underway and nominations should be sent to each RYA region's BT/YJA Young Sailor of the Year Co-ordinator by 1 September 1994

CONTACT: Peter Cook, YJA on Tel 0245 223189

FIREARMS?

The Police have recently decided that the 'Nicosignal' mini-flare system, will be re-graded as a firearm. This means owners of the equipment must:

- * Obtain a firearms certificate from the local police;
- * Install a strong box on board and at home for its storage;
- * Declare the equipment to Customs officials every time a border is crossed.

'QUO VADIS' Debate - SEAFLY FUTURE

We seem to be entering a period of dramatic change in dinghy design and production. Most of the existing classes are 30 to 40 years old now and we should not be surprised if they are being superseded. It seems inevitable that the new generation of single manufacturer one design boats will eventually eclipse the old classes, although some of the old designs will probably last longer because of the sizes of fleet. The new boats are all true one designs and surprisingly cheap. Colin May seems to make a fine Seafly at a reasonable price, but look at what can be achieved through mass production techniques by the likes of Reg White for Topper, and LDC/Racing Sailboats with the new RS400 for remarkably modest sums of money. Suddenly the old classes all look too expensive for the market. The demise of the old classes is probably inevitable, but is this important? Is it right to preserve any class for future generations? The classes will not disappear over night; I suspect we will be able to sail and race Seafly's for as long as we like.

Unfortunately new boats are being built more slowly than the old ones are decaying, and it is not fair to say that this is Colin May's fault; he can only build boats for people who want to buy them. Perhaps the real problem is that there are so few second hand boats; it is bound to be difficult to attract new sailors to the class when the boats are so hard to come by.

Back To Basic's - Alan Izzard

A few points relating to the recent discussions within the newsletter.

Firstly, please convey my thanks to all members of the Committee, for their efforts on behalf of the SDCA, and a special "thank-you" to Mike Robinson for his professional approach to the newsletter. I only hope his enjoyment with the sailing in some way offsets the work involved in the newsletter.

Glad to know David and Christine are not leaving the Association, we need their dedication, particularly with their regular attendance at the race meetings, and of course, thanks to the "hard sailors" who

So what can we do? I believe it would be foolhardy to modify the boat and leave perhaps 400 needing new sails or fittings. The cost of making a boat competitive would be too great, and it would be unfair to Seafly owners whether members of the association or not. The Seafly's great strength is her combination of good performance with a forgiving nature, this is rare and should not be jeopardised. If you like this is our 'unique selling point'. Let's keep the boat the way she is and make the most of her. Do you enjoy driving less just because your car will be obsolete in five years time?

Perhaps the solution is to go out and 'sell' the Seafly. In my experience this is not awfully difficult. In common with almost everyone else in the North who's heard of a Seafly I came across them at Tony and Kate Longworth's sailing school. There are several private Seafly's at Glenridding and they are sailed purely for fun. I'll take anyone out in mine and often do; I have yet to sail with anyone who hasn't been impressed (by the boat!). I am sure that you are all friendly, charming people at the South coast clubs and happy to talk to anyone that asks, but I think that we must go and get people to sail these boats or we will all lose. It won't hurt anyone to go sailing for the joy of it, rather than chasing round marks. It is this type of experience which will attract people to the class.

Robin Pagett C337

attend the non-Seafly meetings, to fly the flag. I just wish I could do more, but I'm afraid my racing on the water would do anything but enhance the Seafly performance. I thoroughly enjoyed my visit to the Nationals and the odd Open weekends in the past, but nowadays I very much doubt whether I could last the course.

As regards Roger Thompson's views, yes, the Wayfarer is a good boat, I have had plenty of sailing with it during instructing at the old National Sailing Centre at Cowes and Grafham Water, but the weight is a decided disadvantage on a slipway, unless there are other people to help, which is not always practical.

Back Again To Basic's - Alan Izzard

In my view a lot of the Wayfarer popularity is due to its success as a teaching boat, stability, durability and a good overall sailing performance, particularly with the genoa. The jib is so small, but handy when the main is reefed. The all "plastic" construction is a must to reduce maintenance, for instructional boats in particular.

I know I'm biased, but I do think the Seafly would make a good instructional boat, but an all "plastic" boat (for sailing schools etc.) is a must. Personally I'm old fashioned and prefer a wooden boat, and presumably there is a number like me among the sailing fraternity so there is a case for retention of the all wooden and composite construction.

As far as Roger's racing comparison Wayfarer/Seafly, I do not dispute his conclusions, but suggest the addition of a genoa could improve the Seafly no end, and without "too much" additional cost, at least it would be more practical and less costly than a trapeze, which surely would need a hull stepped mast? In these days of less money, the cost factor of any improvement must be taken into account.

As far as "One Design", or at least strict "One Design", I suggest this is out of the question. There are too many hull/deck variations already in existence, it would inhibit development and would make a large number of boats out of racing class. No, we should continue our existing arrangement, limited development.

My view is, keep the basic hull constraints, limited variations to deck fittings (people do like to play) but certainly seek other builders, particularly those interested and with a good reputation. I'm not familiar with Don Marine, but Porter Bros. have been around for some years and have a good reputation. With more publicity and competition (more builders) the boat is more likely to appeal to the "new public", particularly if one can make in roads into the teaching field. The One Design concept is only practical with "money in the background", large volume production i.e. all "glass boats" e.g.. Laser 2.

I just hope that more members of the Association. feel able to put their views to the committee, and hopefully stimulate more life into the class. Maybe a questionnaire could be constructed. Possibly an approach to recruit more members to the Association. could be via boat registrations?

The suggestion by Barry Goodwin of showing at other exhibitions is worth considering and a trial sail at clubs a possibility, The major difficulty is reaching the public, clubs are protective of their own classes, but maybe at a club with a "day membership" the response might be better.

In the mean time I'll stick with 'Chloe', irrespective of any changes so I have no axe to grind, I would just like the Class to develop and increase.

Regards - Alan C231, Chloe Too

BARCLAY'S SOLENT PURSUIT RACE

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Most of these questions are based on the RYA Appeal Cases 1962/91 and are reproduced by kind permission of the RYA. A donation will be given to the Eric Twiname Memorial Trust Fund.

1. a) What rule covers barging at the start line marks ?
b) After the starting signal can a yacht luff slowly to stop a boat getting between him and the start mark ?
2. A Yacht's course, as used in the definition of 'Proper course' is her course made good through the water and not the direction in which she is pointing, True or False ?
3. Percy on port close-hauled tack and Sticky on starboard tack. After crossing just ahead of Percy, Sticky tacks. Percy, aware of this manoeuvre, tacks too. A collision occurs. Does Rule 41.4 apply
4. Rule 70.2(b), Action by Protest Committee - With a Hearing.
Rule 74.4, Penalties and Exoneration

SUMMARY

After a race lasting two days, Barada signed a declaration of observance adding the sentence; "Except that during the hours 0200 to 0500 we were forced to sail without navigation lights....." The protest committee opened a hearing under Rule 70.2(b) and found that Barada had infringed Rule 66 (Fog Signals and Lights) and the relevant section of IRPCS. It imposed a 5% penalty on Barada's TCF. Barada appealed on the grounds that no provision was made in the sailing instructions for any special penalty. Would she win her appeal. Yes or No ?

5. Rule 5.3(a) Postponement Before the Starting Signal
Rule 69(a) Redress for Race Committee Action

SUMMARY

About 15 minutes before the preparatory signal the race officer moved the starting line about half a mile from its original location. In spite of a boat being sent to tow them, two yachts arrived four and seven minutes late for the start respectively. The two boats sought redress because the Race Officer had not moved the line without a postponement adequate to allow yachts to reach the new line. The request was refused on the grounds that the Race Officer did not contravene sailing instructions. The yachts appealed.
Do you think the Race Committee were justified in not allowing a Hearing or Redress ?

6. Rule 68.4(a) Contesting without a Protest Flag.

SUMMARY

Ysoide saw a number of yachts at the finish of a race sail the course incorrectly and thereby infringe a Sailing Instruction; as she was about to finish Ysoide displayed no protest flag but informed them that she would lodge a protest. The protest committee refused the protest and Ysoide appealed. was the Protest Committee correct in not allowing a Hearing.

7. Fundamental Rule C, Fair Sailing

W and L were overlapped on starboard tack having cleared the starting line in the direction of the windward mark. The crew of L was on a trapeze and deliberately touched W's deck with his hand and intimated that W should do penalties. The protest committee disqualified W under rule 37.1 and she appealed.

1994 Members List

NAME	Boat No	BOAT NAME	Type Mem	Club
Keith Anderson	156		full	Carsington SC
Mark Appleby	654		full	Bough Beech SC
Mike Appleby	654		full	Bough Beech SC
Frank Bassett	620	Sea Hound	full	Blakeney SC
Ken Bartlett	647		full	Starcross YC
Rory Barnes	492	Mantis	full	Christchurch SC
Mike Bethell	47	Swift	*	Dinghy Cruising Assoc
Bill Beeson			Assoc	Starcross YC
Alan Brook	648		full	Starcross YC
Dereck Brant	159	San Michelle	full	RNSA
Ken Buck	399	Raksha	full	Tresaith Mariners SC
Stephen Cammell	503	Flycatcher	full	Pingewood SC
Ron Cockwell	646	Foiled	full	Highcliffe SC
David Cotgrove	506	Knights Mischief	full	Starcross YC
Graeme Curtis	335	One Good Turn	*	Norfolk Schools SA
Phil Edmett	176		*	Blakeney SC
Stephen Fley	400	Nell	full	Highcliffe SC
R Ellman	449		full	Arun & Felpham YC
Richard Ellis	645	Just Amazing	full	Highcliffe SC
Robert Evans	509	Mr Shifter	*	Rutland Water SC
David Farr	38	Spirit of Adventure	full	Lee-on-Solent
John Foskett	69	Goldcrest	full	Highcliffe SC
Peter Fullager			Assoc	Canberra YC, Australia
Richard Garry			*	Starcross YC
SC Garry	229		*	Eire
Richard Glenville	575	Folie a Deux	*	Starcross YC
Barry Graham	277	Vala	full	
Barry Goodwins	410	Opuss 1	full	South Woodhams Ferrers
Simon Greenslade	523		*	Starcross YC
Peter Gray			Assoc	Chew Valley Lake
Alan Green			full	Starcross YC
Peter Guinan	443	Soopa Doopa	full	Llanorse SC
Mike Hartnell	626		full	Worthing YC
Mac Hambling	388	Extra Time	full	Blakeney SC
Andrew Hayes			Assoc	Starcross YC
Robin Herford	173	Spider	full	
David Houghton	433	Charlie Brown	full	Angmering on Sea One Design Club
Julian Hoyles	144	Woodle	*	Hoveringham SC
Tim Hoyle	649	Blue Adder	full	Highcliffe SC
Brian Howe	644	Howabout	full	Highcliffe SC
David Hughes	638	Mercury	full	Spinnaker SC
P Hughes	290		full	Baltic Wharf YC
Alan Izzard	231	Chloe Too	full	Fishers Green SC
Philip Jones	419	Dunelm	full	Bowmer SC
Roy Johnston	650	Sonic the Sealug	full	Christchurch SC
T.W. Kingsley Singer	482	NoSoSlo	full	Newcastle YC (Co Down)
Rev Richard A. King	384	Fifi	full	Dittisham SC

* Indicates no FEE paid for 1994

1994 Members List

NAME	Boat No	BOAT NAME	Type Mem	Club
Carol Lanham	430	Whisper	*	Starcross YC
Kay Leigh			Assoc	Worthing YC
Rosa LeGood	639	Waterloo	*	Starcross YC
Tim Le Good	639		*	Starcross YC
John Lloyd	420		*	Starcross YC
Tony Longworth	various		full	Glenridding SS
Robert Lyle	51		full	
Colln May			full	Highcliffe SC
Ian Mansfield	642	The Admiral	full	Highcliffe SC
T.R.N. Main	634	Nimbus	*	Severn SC
Ian Mc Carroll	172	RR'd	full	Thornton Steward SC
Duncan McFaydon	633		full	Starcross YC
M Norman	320		*	Starcross YC
Andy Norman	95	Aces Wild	full	Worthing YC
Rob Odling	198	Firebird	full	Highcliffe SC
Robin Pagett	337	Red Arrow	full	Glenridding SS
Roy Perryman	623	Jupiter	full	Blakeney SC
W.J. Prescott			Assoc	
J. Readings	179	Ibis	*	South Cerney SC
Chris Roythorn	493	Cquel	full	Great Moor SC
Judith Roythorn	493	Cquel	full	Great Moor SC
Anne Robb	188	Sea Swallow	*	Newcastle YC
John Rowe	627		full	Starcross YC
Brian Robinson	96	Pegasus	full	Worthing YC
Mike Robinson	470	Revival	full	Highcliffe SC
Eric Sales			full	Seasalter SC
Charlie Sandys			*	
David Shaw	329	Susan	full	Starcross YC
Jeffrey Smith	161	Southern Spirit	full	Glenridding SS
Sam Stoye	635	Redstart	full	Highcliffe SC
Ian Stockdale	378	Puzzle	*	Highcliffe SC
Adrian Summers	624	Sioux	*	Highcliffe SC
Wallace Symmonds	480	Jack	*	Cotswold SC
David Tarrant	339	Elizabeth Jane	full	South Cerney SC
Paul Taylor	652	Summers Breeze	full	Highcliffe SC
Ian Taylor	392	C Me Fly	full	Crawley mariners
Joost Taylor	392	C Me Fly	full	Crawley Mariners
R.G. Thompson	653	Kittiwake	*	Blakeney SC
Barry Thomas	640	Karamel Too	full	Highcliffe SC
K Thornbury	245	Festino 2	*	Newcastle YC
F. Turner	320	Sea Scamp	full	Woodlands Park
S Turner	320	Sea Scamp	*	Starcross YC
S Tucker	293	Andromeda	*	Eastney CA
Colln Tucker	617	Avocet	full	Starcross YC
M H Waite	15	Fly by Night	*	Sussex YC
D.A. Whittles			full	Keyhaven SC
Mike Winfield	651	Merganser	full	Beaver SC
Andy Woolner			*	Starcross YC
Rob York	477	Racing Snake	*	Highcliffe SC

Total of 96 members

* Indicates FEE not paid for 1994

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.279	1967	Wood, 2 suits sails (Seahorse, Lucas), trolley, cover, re-decked, ex Nat Champ Exc order, F. Bassett, Loughborough Tel 0509 890756.	Yes	£600
C.396*	1972	Wood, reasonable cond, combi-trailer. Tel 0234 720029 or work 0604 233200.	No	£545
C.436	1973	GRP hull, wood decks removed & needs rebuilding. Aluminium mast, boom, rudder stock. Sails, trailer, trolley, cover. Kept in dry, not sailed for 12 years. Delivery possible. Bargain. D Canham, Wellington (Somerset) 0823 663223	No	£100
C635	1983	Wood built by Bob Hoare, excellent condition Proctor spars, Combi-trailer, Low Mileage. Telephone Sam Stoye 0425 279381	Yes	£2,500 (NO)
C.401*	1972	GRP hull, 2 suits of sails trailer. Tel:0372 458179	Yes	£325

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WANTED

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

NEXT NEWSLETTER

Letters
Nationals Update
How to get There! - Maps of Seafly Clubs

Event Reports
Open Meeting Reports

NEWSLETTER PUBLISHING DATES

	Info In Date	Publishing Date
Mini Copy	20th June 1994	20th July 1994
Mini Copy	1st Oct 1994	1st Nov 1994
Bumper Copy	31st Jan. 1995	14th Feb. . 1995
Mini Copy	1st April 1995	1st May 1995

Quiz Answers

1. Answer Rule 42 (a), try to learn some of the most used rules 'off-by heart'.

2. The definition of 'Proper course' refers to the course made good through the water and not to the direction in which the yacht is pointing.

3. No. As the yachts did not begin to tack at the same time, Rule 41 did not apply; the situation was governed by Rule 35.

4. Appeal dismissed and Barada is disqualified.

The statement in Barada's declaration admitted an infringement of Rule 65 and sailing instructions and was therefore sufficient to entitle the protest committee to proceed under Rule 70.2(b). In the absence of any alternative penalty system prescribed in sailing instructions, the only penalty for infringing a rule of Part IV is disqualification.

5. Appeal upheld.

The yachts were justified in requesting redress. The action of the Race Officer in laying a fresh starting line without

adequately postponing the start of the race to enable them to reach the new position and to manoeuvre to obtain a good start, materially prejudiced their finishing positions. The protest committee is to give redress after due consideration.

6. Appeal dismissed

The words "no knowledge of the facts justifying a protest" in Rule 68.4(a) refer to the facts of the commission of the alleged infringement - not to any decision of the Race Committee as to what action to take, if any, in regard to it. Ysoide should have displayed a protest flag in accordance with Rule 68.3 and not relied on the Race Committee to act.

The Race Committee should enforce whatever sailing instruction it has seen fit to prescribe and if the Race officer did observe yachts finishing incorrectly he should have taken action under Rule 70.2(a).

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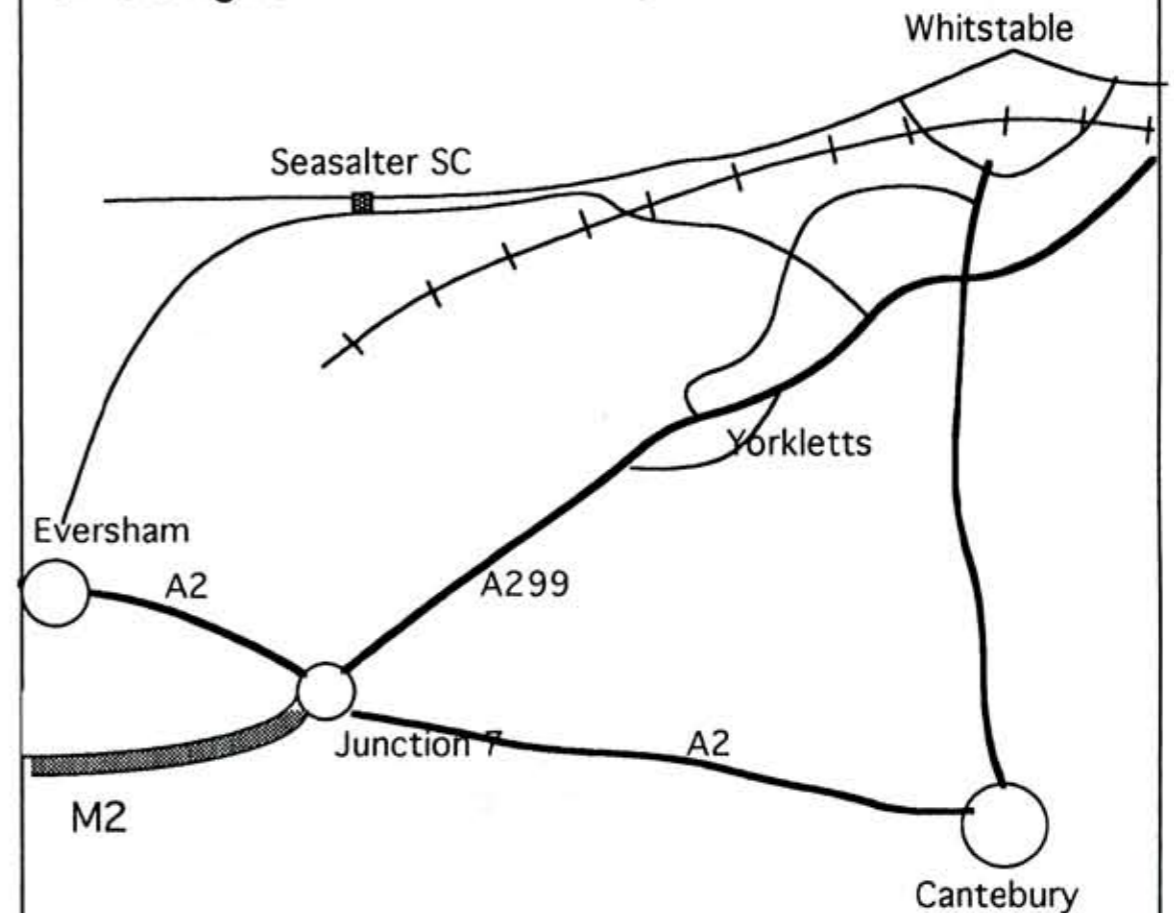
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M2 from LONDON, turn off at Junction 7 (Cantebury & Whitstable). Follow A299 to Whitstable, 1/2 mile after Yorkletts turn left onto minor road for Seasalter. Straight ahead at crossroads, under bridge, follow shoreline to the Sailing Club, passing caravan site on left and holiday homes on the right.



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