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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 Associations or Class Rules.

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After a recent involvement in a protest meeting, fortunately on the winning side, I was surprised at the general lack of understanding of the basic racing rules (or maybe it's me who has got the wrong interpretation).

The point to remember is, in any situation when two yachts meet one has right of way and the other must give way. The rules are there to govern these situations. Before protesting another yacht you must be certain they have broken a rule.

It is no good saying it felt as though the other yacht was in the wrong because he was being aggressive towards me. This can easily occur when it comes to luffing. The leeward yacht can assume he has got luffing rights unless the windward yacht shouts either "Mast-abeam" or "obstruction". It's no good shouting "You can't do that" or something else pathetic. Because he should rightly say "Just watch me!".

If the windward boat shouts "Mast-abeam" or "Obstruction" it is up to the windward boat to prove he was, what he was. (that means an independent witness). It is not up to the leeward boat to prove that he wasn't.

Mind you when the windward boat shouts "Mast-abeam" the leeward boat must respond immediately and if he feels the windward yacht was unjustified in his call then he must still respond and then protest.

The Quiz is based on the luffing rules and some situations that can occur.

## APOLOGIES

Please accept my apologies for those people who did not receive the Spring Newsletter. I received a list of all paid up members in May and sent Newsletters only to them, with a few spare for late joiners. I have been told that we should give those who haven't paid in the current year, a years grace, then cut them off from news from the Association.

If I where you, I would get used to paying the association fee in January, just incase we change the editor and he does the same trick.

I would like some more letters from you, we have only one letter this time and now that Bob Lomas has gone underground I am wondering if there "is anyone out there,,out there,,out there!!!!!!"

## NEWSLETTER PUBLISHING DATES

| Info In Date  | Publishing Date |
|---------------|-----------------|
| 1st Oct 1991  | 1st Nov 1991    |
| 31st Dec 1991 | 31st Jan 1992   |
| 30th Apr 1992 | 31st May 1992   |

Mike Robinson

As we go to press for this edition, the National Championships are barely 2 weeks away. All Seafly sailors are welcome at Highcliffe Sailing Club, especially during Championship week, but this year a special feature will be the accommodation in the sailing programme for the cruising sailors. There has been some talk in recent years of the Cruising Seafly and interest in it has quickened. We hope it has reached the point of becoming established and will broaden the appeal of the class.

In fact, with the 2 Open Meetings at Seasalter and Starcross being held on succeeding weekends our season seems to have become especially compressed this year. The tides have forced open races onto the 2 weekends which have been sailed in winds ranging from near gale to the flukiest airs.

Statistics make dull reading but when searching for a theme at short notice, any must serve. These 8 races have thrown up 7 winners so clearly no one is dominating the racing at the moment.

Another interesting statistic is that all together 26 different helms have participated in the three Open Meeting so far. If we could only get you along to the Nationals?.

Thursday of Nationals Week should add spice to the competition out in the Bay although it may be better to draw a vest over the likely antics of the Cyncopters in the Clubhouse afterwards.

I look forward to seeing you all at Highcliffe.

Ian Mansfield



## SECRETARIES REPORT

### 1. ANNUAL GENERAL MEETING

The agenda for the AGM on 14th August is enclosed. Two resolutions have been put forward. The first is to increase subscriptions by £1 to keep abreast of current costs; Full membership will be £8 from 1st January 1992 and Associates will pay £5. Subscriptions were last raised in 1989.

The second resolution has the effect of allowing the additional ply panel, which can be fitted to the floor of the cockpit in place of four boards (or slats) each side of the hog, to extend up to the hog and side tanks, without leaving a 50mm gap as the present rule requires. The proposer Mike Robinson, outlined his reasons for this change in the January 1991 Newsletter.

### 2. SUBSCRIPTIONS

At the time of the last Newsletter in May only 51 members had paid their subscriptions. That's only about half the membership and we need the rest to pay our way. **PLEASE** - if you haven't paid - **DO SO NOW**. Cheques payable to the SEAFLY DINGHY ASSOCIATION for £7 (Full) or £4 (Associate) should be sent to the Treasurer: Tim Hoyle, 'The Coppice', 26 Elphinstone Road, Highcliffe, Christchurch, Dorset, BH23 5LL. An S.A.E. to acknowledge your sub with a membership card would be appreciated.

### 3. NEW MEMBERS

Welcome to the following new members:-

|           |      |                |
|-----------|------|----------------|
| J. Vailes | C161 | Bournemouth    |
| S. Eley   | C400 | Near Salisbury |

### 4. PORTSMOUTH YARDSTICK

The R.Y.A.'s booklet Portsmouth Yardstick Scheme shows that the Seafly's Recorded Number remains 114 for 1991.

### 5. ANY OFFERS

I have a new crew-neck cotton/acrylic Sweatshirt by Taylors Embroidery in Navy Blue, Medium size (38"), available to the first member to send me £5 as a donation to the Association.

## PROMOTION MATTERS

### Nothing to report

## FUTURE EVENTS

|                  |   |
|------------------|---|
| 11/16 August 91  | Seafly Nationals, Highcliffe S.C.           |
| 7/8 September 91 | Worthing Open Meeting                       |
| 16 November 91   | Inland Seafly Championships, Spinnaker S.C. |
| 17 November 91   | Charity Pursuit Race, Lymington Town S.C.   |

The Inlands and the Charity Pursuit Race have been arranged together, so that people who travel will get two events for the price of one (so to speak) Highcliffe will arrange accommodation for any visitors.

Please contact either:

|               |             |
|---------------|-------------|
| Mike Robinson | 0202 888371 |
| David Hughes  | 0425 470464 |
| Ian Mansfield | 0425 277589 |

## CRUISING CORNER

### NEW CRUISING SEAFLY

The Committee had a look at a new interior layout, specially designed with cruising in mind. This was built by Alen Brook and the main difference is that the side buoyancy tank has been given a step so as to provide a seat the full length of the cockpit. Although the seat does taper down to zero by the transom. The Committee saw no reason why this should not race as a Seafly, in the mean time drawings will be created and finally ratified by the Committee in the near future. It is hoped that the new design could be seen at the Nationals but I am not sure of the present owner.

## SEAFLY NATIONALS

### ENTRIES

We have 19 entries so far with about another 4 possibles. There is only one entry in the Cruising group so we will have to call that idea off. Well at least we tried.

### CAMPING AREA

Unfortunately there has been a mix-up in arrangements at 2 Rivers Meet and the Arena has been double booked, but don't despair it might work out for the better. In conjunction with the Manager of 2 Rivers Meet we are looking at other areas, there is a Patio area next to the swimming pool, but it would be difficult for caravans to get on there, and as compensation for the disruption the manager has offered free swimming and children can join in any special events that are on during the week. There is also a Bar-B-Que stand. So it might not be too bad after all.

### SOCIAL EVENTS

We have booked the best Barn Dance Band in the district for the Tuesday evening, so bring your cowboy and cowgirl outfits and we should have a really good time.

### LONG DISTANCE RACE

The Long Distance Race scheduled for the Wednesday will probably be to Hurst Castle and back. The race will be in two legs with the times added together. There should be enough time to have picnic at Hurst Castle before returning. Families will also have an opportunity to join us, as there is a ferry from Milford Haven to Hurst Castle passing through an area of natural beauty. If we can get enough extra crews together then we might make it a "three up" race, but nothing is definite yet.

### CREWS & LADIES RACE

I'm afraid we won't be able to schedule a Crews & Ladies Race. There just is not enough time, we have to keep a little spare time in case bad weather calls off one of the days racing.

### CLINICS (RULES & TUNING)

It is hoped to have a Tuning Clinic in operation during the Nationals week, whereby anyone can discuss any problems one might have or just a check on your boat by people who think they know what makes a boat go.

## SEAFLY NATIONALS

Please contact one of the following:

Ian Mansfield  
David Hughes  
Adrian Summers

A Rules Clinic will run on one or two evenings for those who are new to racing and want to no more about the Rules.

Contact Mike Robinson if interested.

When you arrive at Nationals can you go to Highcliffe Sailing Club first, from there you will be directed to the Camping Area.

We at Highcliffe are looking forward to you all coming, and remember it is not to late to enter and join in the fun.

## TECHNICAL BITS & PIECES

### RULE CHANGE

Rob Odling and myself Mike Robinson are going to propose a change to Rule 7.10.2. "Alternative Bottom Boards". Namely that the ply panels can extend upto the hog and side tanks.

A year ago I renovated Seafly 470 whereby I replaced all the floor boards (I have problems with my Knees and kneeling on ridges is very uncomfortable) with 4mm ply sheet, rounding the corners and faring the panels to the existing floor. Even though EPOXY was used as web on the hog and ply panels, cracks appeared in the 50 mm gap between hog and ply panel midway through the season. It now leaks quite badly and major repairs are again required.

People have said that the mod will make the wooden boats much stiffer in the floor region than the sandwich foam GRP boats. Maybe it will make them a little bit stiffer, but surely this is a good thing if it makes old wooden boats more competitive.



## EVENT REPORTS

### BLAKENEY OPEN MEETING 18/19 MAY

Two travellers and three local boats, put onto the water early Saturday morning for a 9:45 am start. These were:-

|     |               |               |                 |
|-----|---------------|---------------|-----------------|
| 626 |               | Mike Hartnell | Worthing Y.C.   |
| 652 | Summer Breeze | Paul Taylor   | Highcliffe S.C. |
| 388 | Extra Time    | Mac Hambling  | Blakeney S.C.   |
| 597 | Kittiwake     | R.G. Thompson | Blakeney S.C.   |
| 620 | Sea Hound     | Frank Bassett | Blakeney S.C.   |

A light westerly breeze of about 10 knots made for easy exit from the narrow channel into the harbour. The course was laid to the inshore end with a short beat and two broad reaching legs. Sea Hound was first to break followed by 626 and Summer Breeze. This order was to remain until the final gybe mark, a sudden wind shift caused Sea Hound to hit the mark. Both 626 and Summer Breeze passed through to finish in 1st and 2nd place respectively.

Race 2 saw Extra Time first at the Windward mark with Summer Breeze in hot pursuit. It was not until the final reach that the position changed with Summer Breeze taking the lead and pulling away to take 1st place. 626 finished in 3rd place followed by Sea Hound and Kittiwake.

Lunch time was spent in pleasant company with frequent quality checks on the Ruddles County. An attempt to find an all day pub and a television to watch the Cup Final proved unsuccessful. So the afternoon was spent on a long walk around the Blakeney Marshes. Further quality checks in the evening showed the local food and ale to be in excellent order.

Similar conditions prevailed on Sunday, a single race was planned with a longer course set to the seaward end of the harbour. The race was to be run over 4 laps. 626, Summer Breeze and sea hound all made good starts and that was the order at the first of the Windward marks. The two leading boats sailed tack for tack through to the 2nd mark. It was now a contest between these two for the race and the series. Summer Breeze gained the lead on the next leg to make a mistake and hand the lead to 626. With such a gentle breeze on the run there was little difference in boat speed. However Summer Breeze was able to regain the lead on tighter reaching leg and pulling out a good distance after the leeward mark. 626 was able to close the gap with the breeze dying away and the tide on the ebb. Summer breeze kept the situation covered once the course had been shortened, emerging the winner by a margin of 100yards. Sea Hound finishing 3rd and Extra Time in 4th.

## EVENT REPORTS

With two wins and a 2nd, Summer Breeze took the trophy and 626 was runner up. Through this column, I would like to say a big 'Thankyou' to my crew, who has had only a little competitive crewing experience. Well done!!.

### FINAL POSITIONS

|     |     |               |                                     |
|-----|-----|---------------|-------------------------------------|
| 1st | 652 | Summer Breeze | 3.5 points                          |
| 2nd | 626 |               | 5.75 points                         |
| 3rd | 620 | Sea Hound     | 10 points                           |
| 4th | 388 | Extra Time    | 10 points (last race counted twice) |
| 5th | 597 | Kittiwake     | 15 points                           |

### PAUL TAYLOR

#### Ed's Comment

But Paul, who was your crew!!!!!!?????

### HIGHCLIFFE MONO-HULL OPEN MEETING

The Saturday race Mike and Simon Robinson took an early lead on the beat only to be overtaken on the reach by Adrian Summers and Norman Hack. Again Mike took the lead on the beat but came to grief capsizing at the gybe mark along with David and Christian Hughes in third place. Adrian held on to the lead to the finish with Ian Mansfield and Chris Batten in second and Alistair McPherson in third.

The final race on Sunday saw Ian Mansfield get a flying start from the centre of the line, by the end of the close reach to the first mark he was 100 yards ahead, but in the light shifting winds and the odd cloudburst, Adrian Summers caught Ian up and in the ensuing combat were caught by the entire Seafly fleet at the penultimate mark. David Hughes squeezed round the mark first with the rest of the Seaflyes, spinnakers flying in line abreast 25 yards behind. In the final battle for places it was Rob and Jacky York who came second and Mike Robinson third.

### RESULTS Highcliffe Open Meeting

|     |     |                          |          |        |
|-----|-----|--------------------------|----------|--------|
| 1st | 624 | A Summers & N Hack       | 5.75 Pts | H.S.C. |
| 2nd | 477 | Rob & Jacky York         | 6 Pts    | H.S.C. |
| 3rd | 642 | I Mansfield & C Batten   | 6 Pts    | H.S.C. |
| 4th | 470 | Mike & Simon Robinson    | 8 Pts    | H.S.C. |
| 5th | 638 | David & Christine Hughes | 9.75 Pts | H.S.C. |



## EVENT REPORTS

### HIGHCLIFFE RESULTS (Continued)

|      |     |                     |    |     |        |
|------|-----|---------------------|----|-----|--------|
| 6th  | 198 | R Odling            | 13 | Pts | H.S.C. |
| 7th  | 626 | Mike Hartnell       | 16 | Pts | W.Y.C. |
| 8th  | 636 | Alistair McPherson  | 21 | Pts | H.S.C. |
| 9th  | 646 | Ron Cockwell        | 22 | Pts | H.S.C. |
| 10th |     | Dave Scovell        | 22 | Pts | Nil    |
| 11th | 506 | David Cotgrove      | 24 | Pts | S.Y.C. |
| 12th | 652 | Paul & Simon Taylor | 24 | Pts | H.S.C. |
| 13th | 199 | Brian Robinson      | 30 | Pts | W.Y.C. |
| 14th | 645 | Peter Jones         | 32 | Pts | H.S.C. |

Compiled by M Robinson

### STARCROSS OPEN MEETING

20th - 21st July 1991

For the first time this year Starcross managed to find decent weather for an open meeting. Previous open meetings for other classes have been sailed in disgusting conditions, but for the Seaflys Starcross presented its best face with blue skies, gentle breezes and perfect summer weather. The only thing missing was the Starcross fleet. Despite this weekend being the premier event of the year, Starcross could only manage 7 entries for their open meeting with several of the regular sailors deciding to go away for the weekend. However, all was not lost as Highcliffe turned out en masse and equalled that number together with representatives from Worthing Yacht Club and Christchurch Sailing Club.

The first race was sailed on a rising tide with light, flukey winds. Top Starcross helm, Ken Bartlett, went away into the lead as if the event was any other race, followed by David Hughes from Highcliffe. Always a venue with surprises, Starcross pulled the ultimate when David Hughes found himself luffed by a galleon from the Exeter Maritime Museum. The light, flukey winds caused the fleet to be split with varying odd gusts of wind favouring individual boats. Tim Hoyle (HSC), having made a bad start and sailing at the back of the fleet, found a personal puff which sent him through to 6th position whilst Ian Mansfield was unusually struggling towards the back of the fleet. Alan Brook (SYC), who would normally be amongst the leaders, found himself unable to get through, but Mike Robinson (HSC) showed well towards the front. However, it was eventually David Hughes who took the gun at the end from Ken Bartlett followed by Mike Robinson with Alan Brook 4th.

## EVENT REPORTS

The second race after lunch was sailed with deeper water but even more flukey winds, and this time it was Mike Robinson who immediately sailed to the front followed by Alan Brook. Ken Bartlett found himself mixed up in the middle of the fleet, unable to show much improvement. This race was dominated by enormous wind shifts which dramatically altered positions throughout the race. Finally Alan Brook caught and passed Mike Robinson to finish in that order with David Hughes and Ian Mansfield, now back on form, in 4th place.

Saturday night presented an almost perfect evening at Starcross and visitors were entertained to a barbeque and impromptu skittles evening washed down with large quantities of 6X, the result of which could be seen the following morning. Sunday morning awoke to a windless estuary and Race Officer, Mollie Fricker, wisely decided to postpone the 11:30 start for an hour to await the arrival of the expected sea breeze. True to form, the contrary wind arrived just five minutes later and stayed throughout the remaining races of the day.

Race three got off to a good start, but this time Ken Bartlett made no mistakes and went straight into the lead, which he maintained with a comfortable margin throughout the race. Alan Brook made a fundamental mistake and tacked off the wrong way out of the tide so was out of contention for the whole race. David Hughes and Mike Robinson, both sailing very steadily and successfully, held 2nd and 3rd place with Ron Cockwell (HSC), only there for the day, showing good form with a 4th place.

The Tempo was rising for Race Four and the start found all the fleet over the line, causing a general recall. On the re-start three boats quickly broke clear of the fleet; Mike Robinson established a comfortable lead with Ron Cockwell and Ken Bartlett swapping places for 2nd and 3rd place throughout the race. The result of this 4th race was proving quite crucial to the final result and Ken Bartlett needed at least a 2nd place to command an overall total win. In the event, he did manage a 2nd place and won the weekend by only one point from Mike Robinson who just took 2nd place from David Hughes when the discard was taken into consideration. 4th place went to Alan Brook with Paul Taylor in 5th and Ian Mansfield 6th.

David Cotgrove  
Starcross Yacht Club

From all Seafliers who took part

Many thanks for a superb weekend of sailing (and good weather).

Full results on Page 14.



## EVENT REPORTS

### SEASALTER SAILING CLUB OPEN

13th 14th July 1991

The clouds were closing in as the first C flys turned up by the time we had 3 there, it was greeting them with Buckets of Rain. The rain did eventually stop with half an hour to go and by then we had 9 wet C fly 'heartys'.

#### RACE ONE (Saturday)

Saturday proved to be very windy, forecast was 5-6 westerly and caused 5 boats to retire, 3 due to breakages and 2 thought it wise to retire while they still had a boat in one piece. Only 4 heartys remained to finish and one of those 392 decided to go to Whitstable first for running repairs, then to his surprise to finish in fourth place. Ian Mansfield in 642 just took line honours from Rob York in 477, with Mike Hartnell in 441 in 3rd. 4th was Mark Appleby. The retired were the Robinsons with lost battens, the Taylors with a broken rudder and a capsized, and the Summers with a loose hoop. The Thomas's and Sales were lacking in weight and will power.

#### RACE TWO

The wind now decreasing ! 5 to 6 gusting 7!! 6 boats took to the water (brave men (and women) these C flys) the fleet split into two groups Rob 477, Ian 642, Mike Robinson 470 and Adrian 624. Then other Mike 441, myself 650 crewed by Barry (Thomas) in the other group. A good race was had by all with Rob 477 in 1st, Ian 642 2nd and Mike 470 in 3rd.

#### RACE THREE (Sunday)

With a forecast of 5-6, the wind started at a force 2 and never became more for the 3rd race, which provided a change of results. The race started with the normal crowd at the front. But due to the fleet going to the wrong mark we were able to sneak through to 2nd for the last leg of the shortened course. We were congratulated by all when we held this position to the finish. Thanks. 1st place went to Mike 470, 2nd Eric 650 and 3rd Paul Taylor 652.

#### RACE FOUR

The wind dropped even more for the 4th race and the race order was back to normal, although with the course having to be shortened considerably due to the wind disappearing, 1st place went to Paul 652, 2nd Mike 470 and 3rd Adrian 624.

From the Editor.

Thanks on behalf of all who participated for a smashing weekend Eric

## EVENT REPORTS

### SEASALTER RESULTS

| Helm        | Crew        | Boat No | 1st Race | 2nd Race | 3rd Race | 4th Race | Points | Final Pos | Club       |
|-------------|-------------|---------|----------|----------|----------|----------|--------|-----------|------------|
| M ROBINSON  | S ROBINSON  | 470     | DNF(10)  | 3        | 0.75     | 2        | 5.75   | 1         | Highcliffe |
| I MANSFIELD | C BARTON    | 642     | 0.75     | 2        | 9        | 4        | 6.75   | 2         | Highcliffe |
| R YORK      | J YORK      | 477     | 2        | 0.75     | 6        | 8        | 8.75   | 3         | Highcliffe |
| M HARTNELL  | K BOSSAN    | 441     | 3        | 4        | 7        | 5        | 12     | 4         | Worthing   |
| A SUMMERS   | N HACK      | 624     | DNF(10)  | 5        | 4        | 3        | 12     | 5         | Highcliffe |
| P TAYLOR    | S TAYLOR    | 652     | DNF(10)  | DNS(12)  | 3        | 0.75     | 13.75  | 6         | Highcliffe |
| E SALES     | A SALES     | 650     | DNF(10)  | 6        | 2        | 7        | 15     | 7         | Seasalter  |
| B THOMAS    | D THOMAS    | 640     | DNF(10)  | DNS(12)  | 8        | 6        | 24     | 9         | Highcliffe |
| M APPLEBY   | Dad APPLEBY | 392     | 4        | DNS(12)  | 8        | 6        | 24     | 9         | Crawley    |

### RESULTS STARCROSS OPEN MEETING

| Helm         | Crew       | Boat No | 1st Race | 2nd Race | 3rd Race | 4th Race | Points | Final Pos | Club       |
|--------------|------------|---------|----------|----------|----------|----------|--------|-----------|------------|
| K BARTLETT   | M BARTLETT | 575     | 2        | 5        | 0.75     | 2        | 4.75   | 1         | STARCROSS  |
| M ROBINSON   | S ROBINSON | 470     | 3        | 2        | 3        | 0.75     | 5.75   | 2         | HIGHCLIFFE |
| D HUGHES     | C HUGHES   | 638     | 1        | 3        | 2        | 7        | 5.75   | 3         | HIGHCLIFFE |
| A BROOK      | N RUNDLE   | 648     | 4        | 0.75     | 8        | 5        | 9.75   | 4         | STARCROSS  |
| P TAYLOR     | K THOMAS   | 652     | 12       | 7        | 5        | 4        | 16     | 5         | HIGHCLIFFE |
| I MANSFIELD  | C BARTON   | 642     | 7        | 4        | 10       | 8        | 19     | 6         | HIGHCLIFFE |
| T HOYLE      | M HOYLE    | 649     | 6        | 12       | 7        | 6        | 19     | 7         | HIGHCLIFFE |
| S GREENSLADE | P CLARK    | 523     | 11       | 9        | 6        | 9        | 24     | 8         | STARCROSS  |
| R COCKWELL   |            | 648     | DNS      | DNS      | 4        | 3        | 25     | 9         | HIGHCLIFFE |
| R YORK       | J YORK     | 477     | 8        | 8        | 14       | 11       | 27     | 10        | HIGHCLIFFE |
| A WOOLNER    | A PEARCE   | 101     | 5        | 6        | DNS      | DNS      | 29     | 11        | STARCROSS  |
| M HARTNELL   | K BOSSAN   | 626     | 9        | 11       | 11       | 10       | 30     | 12        | WORTHING   |
| D COTGROVE   | G ROGERS   | 506     | 10       | RTD      | 13       | 13       | 36     | 13        | STARCROSS  |
| B THOMAS     | D THOMAS   | 640     | 13       | 13       | 12       | 12       | 37     | 14        | HIGHCLIFFE |
| J LLOYD      |            | 420     | DNS      | 14       | 9        | RTD      | 42     | 15        | STARCROSS  |
| R BARNES     | T FRY      | 149     | RTD      | 15       | 16       | 14       | 45     | 16        | XCHURCH    |
| B BEESON     | B MEARS    | 643     | 14       | 16       | 15       | RTD      | 45     | 17        | STARCROSS  |
| T LEGOOD     | R LEGOOD   | 639     | 18       | 10       | DNS      | DNS      | 46     | 18        | STARCROSS  |

### OPEN MEETING RESULTS 1991

| Name               | Boat No | Blakeney | Highcliffe | Seasalter | Starcross | Worthing | Points | Position |
|--------------------|---------|----------|------------|-----------|-----------|----------|--------|----------|
|                    |         | Position | Position   | Position  | Position  | Position |        |          |
| Mike Robinson      | 470     | 8        | 4          | 0.75      | 2         |          | 14.75  | 1        |
| Ian Mansfield      | 642     | 8        | 3          | 2         | 6         |          | 19     | 2        |
| Rob York           | 477     | 8        | 2          | 3         | 10        |          | 23     | 3        |
| Paul Taylor        | 652     | 0.75     | 12         | 6         | 5         |          | 23.75  | 4        |
| Mike Hartnell      | 626     | 2        | 7          | 4         | 12        |          | 25     | 5        |
| David Hughes       | 638     | 8        | 5          | 12        | 3         |          | 28     | 6        |
| Adrian Summers     | 624     | 8        | 0.75       | 5         | 21        |          | 34.75  | 7        |
| Ken Bartlett       | 575     | 8        | 17         | 12        | 0.75      |          | 37.75  | 8        |
| Ron Cockwell       |         | 8        | 9          | 12        | 9         |          | 38     | 9        |
| Alan Brook         | 648     | 8        | 17         | 12        | 4         |          | 41     | 10       |
| David Cotgrove     | 506     | 8        | 11         | 12        | 13        |          | 44     | 11       |
| Steve Greenslade   | 523     | 8        | 17         | 12        | 8         |          | 45     | 12       |
| Rob Odling         |         | 8        | 6          | 12        | 21        |          | 47     | 13       |
| Andy Woolner       | 101     | 8        | 17         | 12        | 11        |          | 48     | 14       |
| Berry Thomas       | 640     | 8        | 17         | 9         | 14        |          | 48     | 15       |
| Alisdair McPherson | 636     | 8        | 8          | 12        | 21        |          | 49     | 16       |
| Dave Scovell       |         | 8        | 10         | 12        | 21        |          | 51     | 17       |
| J Lloyd            | 420     | 8        | 17         | 12        | 15        |          | 52     | 18       |
| Frank Bassett      | 620     | 3        | 17         | 12        | 21        |          | 53     | 19       |
| Rory Barnes        | 149     | 8        | 17         | 12        | 16        |          | 53     | 20       |
| Mac Hambling       | 388     | 4        | 17         | 12        | 21        |          | 54     | 21       |
| Brian Robinson     | 96      | 8        | 13         | 12        | 21        |          | 54     | 22       |
| B Beeson           | 643     | 8        | 17         | 12        | 17        |          | 54     | 23       |
| R.G. Thomas        | 597     | 5        | 17         | 12        | 21        |          | 55     | 24       |
| Peter Jones        |         | 8        | 14         | 12        | 21        |          | 55     | 25       |
| T LeGood           | 639     | 8        | 17         | 12        | 18        |          | 55     | 26       |



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## BOAT TUNING

### The Mainsail

#### Sailing upwind in light winds

When setting up the rig for light airs, the important and overriding point to bear in mind is that the wind has very little kinetic energy and will become easily detached from the sails if they are set too full because there is not enough pressure to turn the wind through any large angles. This is sometimes referred to as 'laminar flow separation' or stall.

If a foil becomes stalled you are quite literally dragging air behind you which will dramatically slow you down – this is shown in figure 7.

#### Sail shape and the use of controls

As discussed earlier, the shape we are looking for in the mainsail is that of minimum chord depth (flat). The sail should also be encouraged to twist open. To judge whether the sail is flat and twisted correctly, the leech telltales can be used as a guide.

To achieve the ideal shape, you will need to adjust the outhaul to flatten the base of the mainsail. This should be pulled out as hard as you can.

Jib halyard tension on a pre-bent rig should be increased to produce mast bend as a result of the compression forces on the mast. On a straight rig, tension should be decreased so as not to invert the mast. Deck level controls should be completely released with very stiff rigs. Pre-bend may be induced low down in the mast with the deck level controls.

In some classes with extremely straight rigs, 420's and 470's for example, it is necessary to pull the spreaders aft to induce pre-bend and thereby reduce sail depth. The kicker should not be used in these conditions as it chokes up the leech and causes a large amount of drag. Leave it slack whilst going to windward and only use it to control twist on offwind legs.

The cunningham should also be left completely slack as over-zealous application would distort the sail entry making it over rounded in the leading edge, choking the slot and making laminar flow difficult to achieve.

The mainsail twist should be controlled with main sheet tension, the optimum for most classes being to keep the boom close inboard whilst allowing the upper and middle leech to twist open and to have the leech telltales streaming. This can be achieved with several sheeting systems which all have the ability to close haul the boom with a slackened leech. These include using a hoop, a central strop bridle system, aft strops or centre traveller systems – the latter are becoming quite sophisticated.

The hoop or strops should be set as high as possible as this will reduce the downward forces on the boom. If using a traveller, the car should be brought far enough to windward so that the boom can be set close to the centre of the boat whilst encouraging enough twist to allow

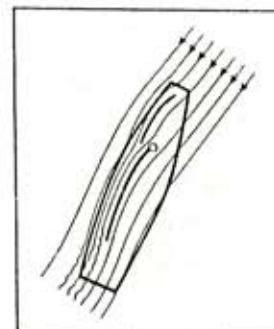


Figure 7



Figure 8. When rigging for light airs the mast should be at its most upright because this is the time you are looking for the most power. Bear in mind that less mast rake decreases weather helm and therefore 'drag' from the rudder, but zero weather helm will effect the boats pointing ability. To counteract this, the centreboard can be raked forward.



## The Mainsail

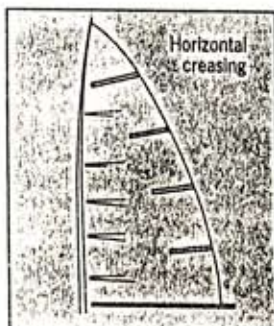
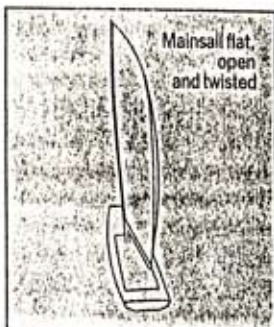


Figure 9.

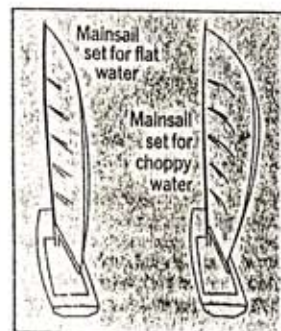


Figure 10.

the leech telltales to stream.

The weight distribution of the crew must not be ignored and is perhaps at its most critical in these conditions. The helmsmen should, in the majority of classes, move his weight well forward alongside the crew. This lifts the transom clear of the water, reduces wetted area and centralises crew weight which reduces the pitching moment in choppy conditions.

## Sailing upwind in medium winds

As the winds strength builds, its ability to stay attached to the sail increases so that it can be turned through a larger angle without laminar flow breakdown.

It is in this wind range that a subtle but necessary change in sail setting and boat-handling must be made.

A little more mast rake may be required, especially as we progress to the top end of this wind range. The mast can now be straightened from its light wind setting; for a pre-bent rig this may be achieved by a marginal reduction in rig tension, though at this point it must be stressed that the rig should still be fairly tight (refer to the tuning sheets for your particular class). More chocking or strut should also be used at deck level. With a trapeze boat this deck control may be further applied as the crew goes out on the wire. This counters the bending moment caused by the extra compression on the mast created by the crew's weight.

To some extent the opposite applies with a straight rig – although as with the pre-bent rig in these conditions, more rake may be required – the rig tension should be increased to reduce bend. Similar theory applies to deck controls, though to a lesser extent.

There is a difference in sail and boat handling between flat and choppy conditions in this wind range and the controls will need to be used in a slightly different way.

On flat water there is less hull resistance, thus the sails should be set flatter with the leech held firmly as this will encourage pointing ability. Because the boom will be set very close to the centre of the boat, the outhaul should be pulled on very tightly to stop the lower leech from standing too hard, hooking to windward, and thereby causing drag. No cunningham tension should be used as this would pull the depth forward, choke the slot and open the middle and upper leech. The cunningham should be left off until the rig is overpowered, allowing the entry to be fine and the leech 'firm'.

As the waves build, the settings will need to be altered to give maximum drive and reduced drag. In order to keep the boat moving and 'alive' through a chop, it will need to be sailed less close hauled. This, together with the increased pitching moment, will require a full draft forward and an open leech.

This can be achieved by some quite minor and easily applied changes. Deck controls should be used to straighten the mast and deepen the sail from its flat water settings. Cunningham tension should be applied to draw the draft forward from the middle of the sail – as an

## The Mainsail

approximate guide, use just enough tension to remove the wrinkles running horizontally out from the mast. If any more than this is used, the sail will be too open in the leech causing a loss in power.

Release the outhaul tension to deepen the lower third of the sail – one or two inches from its tight flat water setting should be sufficient for most classes. If this is overdone, the lower leech may become hooked to windward causing laminar flow breakdown and therefore creating drag.

The overriding factor when sailing through difficult sea conditions is to keep the wind flow attached to the sail. This is where the telltales on the leech come into use. Try to keep these flowing as much as possible – more twist will be required for a deeper set sail in choppy conditions.

Rig tension may be reduced a little on a pre-bent rig to straighten the mast, although this may allow the mast to bend sideways too much causing power loss. Tension reduction should then only take place in that narrow wind band when both helmsman and crew are on the deck – not trapezing or sitting out.



The crew's weight should be centralised in these conditions, sitting in close proximity to each other. This will reduce the pitch moment and windage and make the boat easier to steer.



## Sailing upwind in strong winds

As we move further up the wind range, the boat will become overpowered and more difficult to sail, to a point where the boom is being eased and the sail is backwinding. Now the rig is producing a higher proportion of drag and in percentage terms a lower proportion of drive than previously.

To reduce this drag, the sail must be flattened and more twist introduced. This is achieved with a blend of mast rake, mast bend, kicker and cunningham tension. The mast should now be at its maximum rake position (refer to your tuning sheet). Bear in mind that in most classes a by-product of mast rake is mast bend, which may cause the sail shape to distort if the spreaders are not swept forward after raking. Trapeze boats are especially susceptible to this. On non-trapeze boats the rig tension should be at its highest with the cunningham pulled on hard. The outhaul should be pulled out very tightly in all water conditions once the rig is overpowered.

The kicker should be applied with adequate tension to stop the leech twisting too much allowing the upper part of the sail to violently backwind. The use of the kicker will also flatten the sail, especially on deck stepped rigs with no bend control systems and on keel stepped rigs with the bend controls at deck level. If too much kicker is applied, it may make the rig feel a little uncontrollable, especially on stiffer mast sections.

On trapeze boats, nowadays, it is common with most rig types to reduce rig tension as it becomes overpowered. This is especially true of rigs without an adjustable shroud system, as not only does the rig become less supported as you ease off the tension with the jib halyard, but more rake is produced which de-sensitises the rig and reduces drag.

When the halyard is eased off, the mast will move aft, away from the deck controls. It may then be necessary, especially on trapeze boats, to apply more deck level control to stop the rig from overbending low down. Because the mast is under far greater loads as the rig becomes overpowered, it will want to bend and although more bend is required for these conditions, the danger is always that the mast will bend too much causing the roach to collapse. The clues are luff curve starvation creases which cannot be removed no matter how aggressively the cunningham is used. The result, in excessive cases, is that the leech turns inside out (collapsing aft of the battens) causing extreme amounts of drag. See Figure 11.

Ideally, in a strong breeze, regardless of rig type, you should aim for 'gust response' and a reduction in drag, making the boat easy to handle.

The outhaul should be fully on, the cunningham pulled down hard to release the upper leech and the kicker used to control twist and flatten the sail. (For rig tensions and rake setting refer to your Hyde class tuning sheets.)

If it is possible to preset your rig for strong breezes, it would be worth moving the shrouds down several holes on the adjusters. In strong winds some rig tension may be retained thus reducing jib sag and making the rig a little more efficient (see foresail - strong wind section).

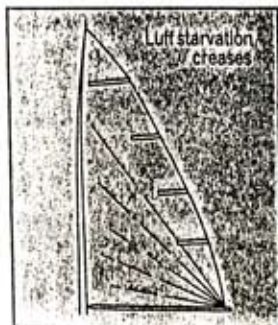


Figure 11.

In presetting the rig there is always the danger of being caught out when the wind drops, so where possible, we would always recommend the use of adjustable shrouds.

## Sailing a reach in light winds

In light wind, the boat's forward motion through the air causes an increase in the apparent wind speed, thus the spinnaker can be successfully used. This being the case, the mainsail can be powered up slightly more than as we described when sailing upwind in light winds, although the air must stay attached to the sails as mentioned earlier. Powering up must not be over done - only start to apply it once you feel the boat is moving at enough speed for the wind to stay attached to the sail. A guide is to wait until the water is rippled by the wind.

The mast may be pulled more upright from its beating position when on a reach, but should not be raked forward beyond the vertical.

The outhaul should be left as for beating in light winds, but can be released a few inches as the breeze freshens to approximately 4-8 knots, depending on the class of boat.

Cunningham tension should be avoided, when reaching right through the wind range, until the rig is overpowered. The kicker should only be used to control twist and, as previously mentioned, a guide to the amount of twist can be taken from the leech telltales.

A little more centreboard may be used in light airs when reaching, to maintain weather helm and feel. Remember, as the boat is not moving quickly through the water, the foils are less efficient - more board may be needed to prevent leeway.

Crew weight should be kept well forward until both helmsman and crew are sitting out to windward.

## Sailing a reach in medium winds

These conditions call for maximum power. The mast should be kept straight, though a little rake should be used. Deck controls should be used to further deepen the sail. Don't apply any cunningham tension and the clew outhaul should be eased from its upwind position. The kicker should be applied to control twist - just enough used to allow the leech telltales to fly.

As the reach broadens the mast rake may need to be reduced and rapid trimming of the main may be required to promote surfing or planing. Bear in mind that racing rules prohibit the pumping of mainsail or spinnaker - when planing or surfing is not achievable - rapid trimming could constitute pumping.

With a pre-bent rig it may pay to ease off rig tension to allow the mast to straighten. If you have adjustable shrouds, these should be used. If not, similar results can be obtained by easing the jib halyard a little. As a



## The Mainsail

guide, allow the mast to become fairly straight without having the rig go too slack.

To trim the boom to its correct angle, use the telltales on the mainsail leech. If you cannot get the telltales to fly, regardless of how much twist is introduced or the boom is eased out, the sail may be too full. It will be stalling and creating drag, so the sail settings described above should be reversed until the sail begins to work correctly.

Once the sail is correctly set, go back to checking the telltales. Generally speaking, the boom should be adjusted until the telltales just start to stall. Remember, if you still don't feel your achieving the best speeds, look at the faster boats around you to see how their sails are set.

## Sailing a reach in strong winds

The setting of the mainsail for reaching in a strong breeze would depend on whether or not the spinnaker is being used. If you are using the spinnaker, you would generally speaking, need to dump as much mainsail power as possible, particularly if you are looking for 'height' (making sufficient ground to windward to lay the mark). If the spinnaker is left in the bag, you may need to look for more mainsail power to maintain speed.

Release the kicker to dump power. To bend the mast and further open the upper leech, large amounts of cunningham tension should be applied and the outhaul kept on hard. In some classes with large spinnakers, such as 505's, the compression forces exerted down the spinnaker pole can invert the mast causing the sail to deepen, thus creating more (unwanted) power and therefore drag. To prevent this, negative deck control may be applied to hold the mast in a pre-bent state, thus countering the pole thrust.

The centreboard may be raised further than normal as this has the effect of reducing power, but if overdone, the boat will become difficult to steer.

If it is a little too breezy to fly the spinnaker and more power is required, as you bear off around the windward mark, you should maintain the kicker tension and apply more deck control to add depth and tighten the leech. The cunningham may also be released slightly to help firm up the leech. Using this method of increasing power for two sail non-spinnaker reaching will make the boat very twitchy, but very fast.

If power needs to be dropped when two sail reaching, use the same method as mentioned above when you're reaching with a spinnaker.

## Sailing downwind in light winds

The mast should now be set at its most upright. The centreboard should be set in its upper most position.

It is important in these conditions not to let the mainsail become over-full and to maximise projected area. The outhaul should, therefore,

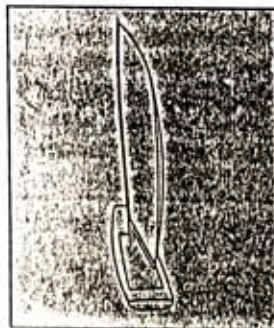


Figure 12. The ideal heavy weather set – the mast has a slight sideways bend and the sail is flat and open.

## The Mainsail

be kept tight and the cunningham should be totally slack. Kicking strap tension should only be sufficient to stop the leech twisting too much – this will only be a problem as the wind builds. Do not apply any kicker in very light airs.

Occasionally, when the wind is very light, if your mainsail has a full width top batten, a crease may appear from the tack to the outboard edge of the upper batten. This can be easily remedied by easing the main halyard a sufficient amount to reduce the 'tension' in the sail (you may only need to ease the halyard by half an inch).

Crew weight should be kept well forward to keep the transom out of the water, thus reducing wetted area and drag.

In some classes it is possible to reduce the shroud tensions enough to allow the boom to be squared further. This should, however, be done with extreme caution as, if the wind picks up, the mast is left unsupported.

## Sailing downwind in medium winds

Running in medium winds can be a little difficult to describe in general terms as the ability to sail close to a dead run, competitively, will vary dependent on the class of dinghy.

With non-spinnaker classes, it will usually pay to rake the mast well forwards, square the boom right up against the shroud, goosewing the jib and sail dead downwind. When sailing dead before the wind, your sails simply become barriers, flow breaks down and the sail is in a permanently stalled state. This being the case, there is usually no need to release the outhaul. Any deck control device should be completely released to allow the mast to run forward in the gate when the rig is eased forward. If this is not done, the rig will invert low down and may break.

The kicker should be used to stop the upper leech over-twisting, the aft third of the top batten should be parallel to or just forward of the boom, the telltales will be difficult to use. If they are streaming at 90 degrees to the leech i.e. pointing downwind, this is a good indication that the leech is open enough to allow the air to escape from it.

No cunningham tension should be used as this will distort the sail and the upper leech will open too far.

With most classes, the centreboard should be approximately 2/3 to 3/4 up. Housing the board as much as possible will reduce drag. If there are large waves, however, it may pay to use more board allowing the boat to be more easily steered.

The position of the crew will depend very much on wave state. In bigger waves, crew weight should be moved forwards to encourage the boat to surf down the wave. It is in these conditions that rapid trimming of the main and spinnaker will be needed (don't forget the pumping rules). In flat water, crew weight should be as far forward as possible without allowing the bow to dig in. Once planing, you can move aft slightly.

When running downwind with the spinnaker, the same basic techniques apply for the mainsail, though the mast may not need to be raked as far forward.



### The Mainsail

#### Sailing downwind in strong winds

Running dead downwind in a very strong breeze can be a little tricky. If your class has a spinnaker it will probably be safer to fly it than to leave it in the bag. The spinnaker will create a certain amount of lift which can help keep the bows clear of some tricky waves; it will also help balance the boat.

Generally speaking, in very light and very strong winds it will not pay to sail dead downwind. In very strong winds it is not only safer, but probably faster, to sail a very broad reach. The mainsail should not be squared off to the boom, the cunningham should be released to stop the sail from distorting and to close up the middle and upper leech which will prevent some of the rolling encountered on running legs. The kicker should be eased from its upwind setting, though not to the extent of allowing the upper leech to open too much. A general guide would be to keep the aft section of the top batten in line with the boom.

In extreme and gusty conditions, the mast rake should not be altered from its upwind setting – though on flattish water, removing some rake may be an option if you are feeling brave and want more speed! This would be quite obviously out of the question if the shrouds and jib halyard are not easily adjustable.

It is probably not worth altering the outhaul from its tight upwind setting, though this is another option if you feel you require a little more power when not travelling directly downwind.

The centreboard should be kept a little further down than its normal running position (about 1/3 to 3/8 down). This will dampen rolling and allow aggressive steering. The crew weight should be kept well aft – especially in waves.

### LAKELAND TRIP

My crew and I (Tim Hoyle) recently spent a few days walking in the Lake District to celebrate the end of A-Levels. On the Sunday afternoon we paid a visit to Glenridding Sailing School situated at the southern end of Ullswater. The weather had turned out sunny and breezy from the rain and mist of the morning.

Tony and Kate Longworth (and their 9 month daughter) have run their sailing school at Glenridding since 1972 and have always been keen and loyal supporters of the Seaflys believing them to be one of the best boats for teaching purposes.

I counted five Seaflys on the foreshore including one of the latest, 651 belonging to Mike Winfield and built by Colin May as a cruising boat. Although I couldn't spot any on the water at the time they were obviously ready for the next party of students.

There were white horses on the lake where although there are no currents to bother you the wind is quite a challenge.

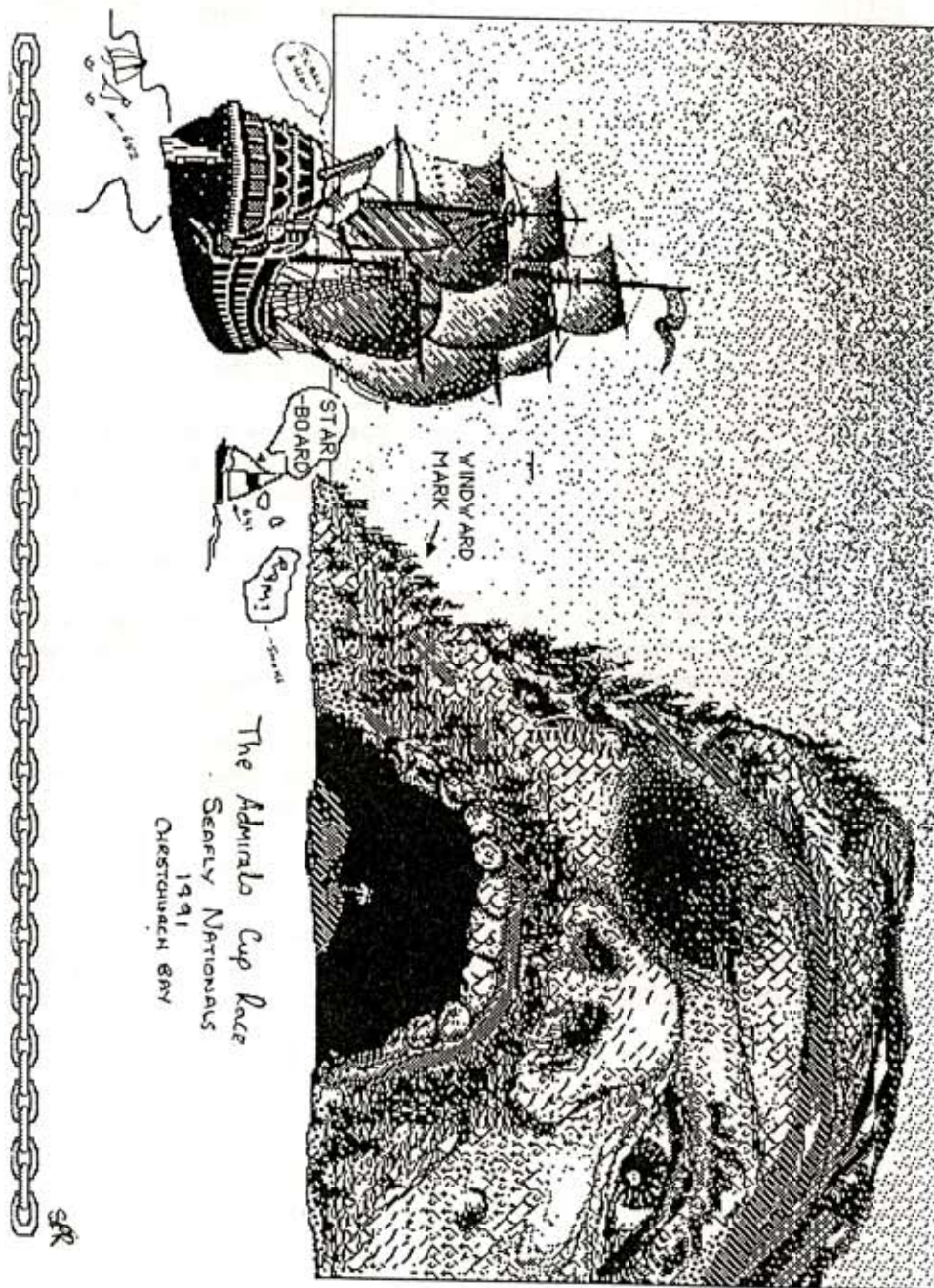
I experienced this in 1067 in an Enterprise where we found ourselves at the confluence of 3 orthogonal valleys down which the force 4 howled and we found it impossible to gybe tack and run all at the same time. The result was inevitable!!

Tony and Kate have their school well organised with about 5 helpers and operating from an old bus. They are continually busy, seven days a week during the season. This precludes them from joining us in the Nationals but they will encourage other cruising members.

As an Association we are invited up to Ullswater to hold say a Northern Area Meeting. This could be either a racing event or cruising with 11 miles of Ullswater plus islands to go to. There is ample accommodation including camping in the area. If anyone is interested perhaps they could let me or the editor (Mike Robinson) know.

Tim Hoyle C649



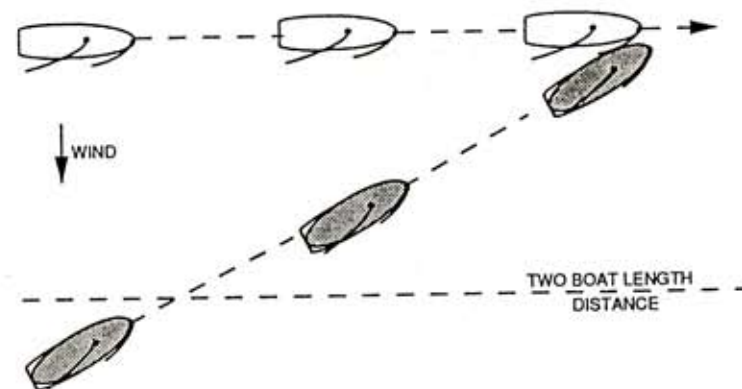
**1. CURTAILING A LUFF**

CHASER is to leeward of PANIC and has luffing rights, being slightly in front on a reaching leg of the course. PANIC is overtaking and half expects CHASER to luff, sure enough CHASER pull his sails in hard and takes PANIC up to windward. The yachts get very close together but eventually PANIC gets "Mast-abeam" and shouts to that effect. CHASER immediately bears-away on to his proper course, in doing so CHASER's tiller extension just touches PANIC's mainsail.

- CHASER protests, what rule would he use?
- Who do you think will win the protest?

**2. LUFFING ON A FREE LEG OF THE COURSE**

Two boats on converging courses. White sailing her proper course realizes that Grey is about to luff her and shouts "No luffing rights, you have not been clear ahead". Grey continues to luff and collides with White. Grey asks White to "Gyrate". White replies "No, you did not have luffing rights" and then hoists his protest flag. Grey hoists his protest flag also.



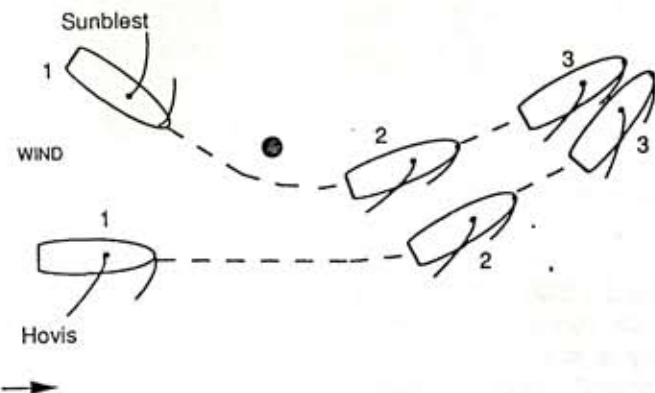
- What rule would White protest under?
- What rule would Grey protest under?
- Who do you think would be disqualified?



## RULES QUIZ

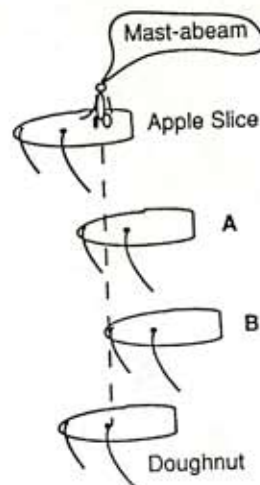
### 3. LUFFING AFTER A MARK

After rounding a mark on a free leg of the course two yachts are neck and neck. Has the leeward yacht Hovis got luffing rights. Note on rounding the mark Sunblest gybed from starboard to port.



### 4. LUFFING RIGHTS MORE THAN TWO BOATS

Can Doughnut luff yachts A and B even though Apple Slice has called "Mast-abeam"?



## 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.<br>M Palmer, 071 2784311(day)<br>071 7940378 (eve). | No         | £300<br>CNO |
| C 167   | 1965  | Wood, Proctor Beta Mast, trolley, lots of fittings, needs painting<br>Bournemouth 0202 424813.  | Yes        | £325        |
| C 251*  | 1967  | Wood, recently refurbished, trailer, very good cond.<br>Tel 0252 26999  | Yes        | £550        |
| C 279   | 1967  | Wood, 2 suits sails (Seahorse, Lucas), trolley, cover, re-decked ex Nat Champ. Exc order, see next:-  | Yes        | £800        |
| C 288   | 1968  | Wood, Seahorse sails, trolley cover, repainted. Exc order.<br>F. Bassett, Loughborough<br>Tel 0509 890756.  | Yes        | £550        |
| C 364*  | 1970  | Wood, Sound, combi trailer.<br>Camberley. Tel 0276 64860 (Eves)   | No         | £350        |
| C 396*  | 1972  | Wood, reasonable cond, combi-trailer. 0234 720029 or work<br>0604 233200.   | No         | £545        |



## BOAT MART (Continued)

| Sail No | Built | Details   | Registered | Price          |
|---------|-------|---|------------|----------------|
| C 449   | 1973  | GRP, good condition. R. Lomas, Horsham. 0403 741349   | Yes        | £850           |
| C 492   | 1976  | Wood, good cond, Proctor F mast & boom, 2 suits sails, stored last 4 years. P. Scovell, Worthing 0903 41662                                   | Yes        | £800 or Offers |
| C 501*  | 1977  | GRP?, good cond, fully equipped trolley, spinnaker. Northants 0572 87838  | No         | £775           |
| C 99    | 1964  | All wood, originally built by Moores of Wroxham, recently renovated, metal mast and boom, cover and launching trolley. Highcliffe 0202 272748 | Yes        | £700           |

### WANTED

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

### NEXT NEWSLETTER

More on boat tuning  
Nationals Report  
Event reports

Publishing date: 1st Nov 1991

| NAME           | BOAT No | BOAT NAME      | TYPE MEM | CLUB                    |
|----------------|---------|----------------|----------|-------------------------|
| Dave Scovell   | 0       |                | full     | Worthing YC             |
| Peter Bailey   | 0       |                | full     |                         |
| Peter Fullagar | 0       |                | full     | Canberra YC, Australia  |
| Alan Green     | 0       |                | full     | Starcross YC            |
| Peter Gray     | 0       |                | assoc    | Chew Valley Lake SC     |
| Laurie Lanham  | 0       |                | assoc    | Starcross               |
| Harry Leigh    | 0       |                | assoc    | Starcross               |
| Colin May      | 0       |                | full     | Highcliffe SC           |
| W.J. Prescott  | 0       |                | assoc    |                         |
| P. Banfield    | 31      | Mischief 3     | full     | Haverling Sailing Assn. |
| David Farr     | 38      |                | full     | Lee-on-Solent SC        |
| K.R. Anderson  | 56      |                | full     |                         |
| Adrian Tebbutt | 58      | Sea Slug       | full     | Ouse Amateur SC         |
| Andy Norman    | 95      | Aces Wild      | full     | Worthing YC             |
| Brian Robinson | 96      | Pegasus        | full     | Worthing YC             |
| Julien Hoyles  | 144     | Woodle         | full     | Hoveringham SC          |
| Rory Barnes    | 149     | Total Defiance | full     | Christchurch SC         |
| Phil Edmett    | 154     |                | full     | Blakeney SC             |
| David Lockwood | 155     | Chris          | full     | Highcliffe SC           |
| Dereck Brant   | 159     | San Michelle   | full     | RNSA                    |
| John Vailes    | 161     | Voyager        | full     | Highcliffe SC           |
| Phil Edmett    | 176     |                | full     | Blakeney SC             |
| Roger Bagley   | 195     | Seaflyt        | full     | Dovey YC                |



| NAME              | BOAT<br>No | BOAT<br>NAME     | TYPE<br>MEM | CLUB                      |
|-------------------|------------|------------------|-------------|---------------------------|
| Rob Odling        | 198        |                  | full        | Highcliffe SC             |
| Alan Izzard       | 231        | Chloe Too        | full        | Fishers Green SC          |
| Jon Hales         | 242        |                  | full        | Denham SC                 |
| Gary Williams     | 250        |                  | full        | Highcliffe SC             |
| Roger Healey      | 317        | Morwenna         | full        |                           |
| Dave Tarrant      | 339        | Elizabeth Jane   | full        | South Cerney SC           |
| Dave Hayward      | 367        |                  | full        | Avon & Som.<br>Constab SC |
| John Foscett      | 378        |                  | full        | Highcliffe SC             |
| Mark Appleby      | 392        |                  | full        | Crawley Mariners<br>YC    |
| Stephen Eley      | 400        | Nell             | full        |                           |
| Barry Goodwins    | 410        | Opussi           | full        | South Woodham<br>Ferrers  |
| Carol Lanham      | 430        | Whisper          | full        | Starcross                 |
| Jim & Jan McClean | 434        | Black Magic      | full        | Worthing YC               |
| Mike Hartnell     | 441        | Mischief         | full        | Worthing YC               |
| Peter Guinan      | 443        | Soopa Doopa      | full        | Llangorse SC              |
| Mike Robinson     | 470        | Revival          | full        | Highcliffe SC             |
| Rob York          | 477        | Earl Grey        | full        | Highcliffe SC             |
| Wallace Symmonds  | 480        | Jack             | full        | Cotswold SC               |
| Kingsley Singer   | 482        | NoSoSlo          | full        | Newcastle YC(Co.<br>Down) |
| Stephen Cammell   | 503        | Flycatcher       | full        |                           |
| David Cotgrove    | 506        | Knights Mischief | full        | Starcross YC              |
| R. Evans          | 509        | Mr. Shifter      | full        | Rutland Water SC          |
| Ken Bartlett      | 575        |                  | full        | Starcross YC              |
| Frank Bassett     | 620        | Sea Hound        | full        | Blakeney SC               |

| NAME              | BOAT<br>No | BOAT<br>NAME | TYPE<br>MEM | CLUB            |
|-------------------|------------|--------------|-------------|-----------------|
| Maurice Churchill | 621        | SlapDash     | full        | South Cerney SC |
| John Iffla        | 622        | Also Amazing | full        | Starcross YC    |
| Adrian Summers    | 624        | Sioux        | full        | Highcliffe SC   |
| Mike Hartnell     | 626        |              | full        | Worthing YC     |
| J.H. Rowe         | 627        |              | full        | Starcross YC    |
| T.R.N. Main       | 634        | Nimbus       | full        | Severn SC       |
| Sam Stoye         | 635        | Redstart     | full        | Highcliffe SC   |
| John McPherson    | 636        | Resolution   | full        | Highcliffe SC   |
| David Hughes      | 638        | Mercury      | full        | Highcliffe SC   |
| Barry Thomas      | 640        | Karamel Too  | full        | Highcliffe SC   |
| Ian Mansfield     | 642        | The Admiral  | full        | Highcliffe SC   |
| Brian Howe        | 644        | Howabout     | full        | Highcliffe SC   |
| Peter Jones       | 645        | Just Amazing | full        | Highcliffe SC   |
| Ron Cockwell      | 646        | Foiled       | full        | Highcliffe SC   |
| Alan Brook        | 648        |              | full        | Starcross YC    |
| Tim Hoyle         | 649        | Blue Adder   | full        | Highcliffe SC   |
| Eric Sales        | 650        | E.a.T.Nita   | full        | Seasalter SC    |
| Mike Winfield     | 651        | Merganser    | full        |                 |
| Paul Taylor       | 652        | Summers Day  | full        | Highcliffe SC   |



## ANSWERS to QUIZ

1. a) Rule 37.1 Windward yacht shall keep clear of a leeward yacht.  
b) Chaser.
2. Pre 1988 Rules said a yacht had to be 'clear ahead'
  - a) Could use Rule 37.3 Transitional, but there's no rule to help her .
  - b) Rule 38.1 Luffing rights. Rule 37.1 Windward yacht.
  - c) White will be disqualified. If you are windward yacht, except when rounding marks, you must keep clear of a leeward yacht.
3. Hovis has got luffing rights, Rule 38.2(b), states a new overlap starts when one or both complete their gybe or tack.
4. No. Rule 38.2 (e), states a leeward yacht cannot luff unless she has luffing rights over all yachts overlapping

## ***C. M. MARINE***

*(COLIN E. K. MAY)*

***Builders of Composite***

***Seafly Dinghies***

***Wood & GRP Repairs***

***Insurance Work Undertaken***

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