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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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NOW THE DUST HAS SETTLED

Now that the Olympics are over, one can reflect on what went wrong with the British effort. Only one bronze medal out of the 30 there for the taking. The prediction was for at least 4 medals, possibly 6 and should include a couple of 'Golds'. Was it all just bad luck or could it be attributed to something else. Well we could probably talk about this for a long time to come, and probably will, but I do feel we have to look at the grass roots of sailing and especially club sailing.

Are we doing enough to encourage new comers?

Do we have a good youth programme going?

Is racing as popular as it used to be when there was at least 1/2 doz members waiting to crew?

If the answer is no, why and how can we change the situation?

.....Sons and daughters who used to crew for dad, want more excitement than being at dad's beck-and-call nearly every weekend to get wet and bored while dad seemingly, enjoys himself luffing here and shouting at the opposition there, afterwards over a pint, trying to explain what he was trying to do, but never quite doing it.

How can WE improve this downward slide into oblivion. Will we all have 'Viking Funerals' because nobody will buy our boats.

I do think the answer lies in your hands. What can you do about it?

Even this Newsletter does not fulfill its prime role. I'm afraid I do not get very much NEWS to write about. (in this issue, 2 reports only received from David Cotgrove and Mat Hambling) So it is more like my (editor's) ramblings. Oh! this does sound like a dreary editors section, but by now you are wondering what comes next.

THERE IS A WONDERFUL OPPORTUNITY TO PUT SOMETHING BACK INTO SAILING AND SEE SOMETHING GROW THAT WE HAVE ALL HAD A SHARE IN ACCOMPLISHING.

I hope the A.G.M. will be full of A.O.B.'s on how we can improve things.

Here are some ideas to be going on with:

Youth Open Regatta - two day event.

Team Racing - very good for testing your rules knowledge.

Race Training Weekend

A bigger spread of Trophies in the Nationals
Silver and Bronze fleets (ie. first time in a National)

Publicity person on the Committee.

:We must encourage more people to TRAVEL. Fleet Captains must do a lot more chivvying, so that an Open Event is just THAT!

Sponsorship, grants, publicity - see RYA Update.

Encourage and support the Seafly boat builder.

■ **Good Racing is in direct proportion to the number in the race.**

If you do want to see the Seafly Association grow and club racing revive then do not leave it too late, let us hear from you at the A.G.M. or if you are not going to the Nationals, drop me a line or telephone. Let's have YOUR ideas.

One person above all who has kept this Association together and he doesn't even sail now, let alone race, and that is off cause, Alan Green our Secretary. There is a lot of 'behinds the scene' work to a Nationals and he is always prompt with his reports, address changes, new members update etc. RYA Sailboat exhibition also involves a lot of work and there is no one who praises the attributes of the Seafly more than Alan. I hope you will all show your appreciation to Alan when you come to the A.G.M. at Rock Sailing Club on Wednesday 27th August 10:00hrs.

See you at the Nationals. It is not too late to enter.

NEWSLETTER PUBLISHING DATES

	Info In Date	Publishing Date
	1st Oct 1992	1st Nov 1992
	31st Dec 1992	31st Jan 1993
	1st April 1993	1st May 1993
(Interim Copy)	20th June 1993	20th July 1993

Mike Robinson

1. Seafly Events

The date of the Inland Championships have been confirmed they are:

21st November at Spinnaker S.C. first race about 11:00hrs.

Make a weekend of it.....enter the Lymington Town Charity Pursuit Race on the Sunday

Contact Paul Taylor if you want accommodation.

2. National Championships

Each year the SDCA Committee check that the boats comply with different Class Rules. Last year boats were weighed, this year the Committee has decided to do a check on 'black bands' on masts and booms, so you have been warned !!

If they do not comply with Class Rule 14 & 15 then you will be disqualified in any race you enter. Also check ALL sails must measure and the sail initialled and dated by a SDCA measurer or Seafly Class Captain. Remember you can not measure your own sails.

If a boat has changed ownership then it must be re-registered with the Association and include a re-registration fee. Contact Alan Green quickly if this is the case.

Your measurement Certificate must be endorsed with a current buoyancy check, this need only be an inspection and can be carried out by Seafly Fleet Captains.

3. Annual General Meeting

The Agenda for the AGM on 27th August is enclosed. Two resolutions have been put forward. First, the Committee propose that subscriptions should be increased for Full Members to £10, instead of £8, Associate members remains at £5, and the fee for registration and re-registration of boats should be £10 (£5).

Second, it is proposed to modify IYRU Rule 54.3(b) to permit the Spinnaker sheet to be pumped 3 times, and the Main sheet pumped once, for each wave to initiate planing. The IYRU Rules allow Class Rules to alter or add to Rule 54.3 under Rule 54.4.

There is also an Agenda item to debate the future of our excellent Newsletter, which is in danger of becoming a once-a-year issue unless Fleet Captains and members are prepared to contribute more to it. It would be a sad day for the Seafly Class if this were to happen as the Newsletter is the lifeblood without which no class can survive for long

4. 1992 Subscriptions

The Treasurer tells me that although many members have paid their subscriptions, there still a number who have not. We do need your subscriptions to meet our expenditure, including our present excellent Newsletter. So PLEASE send your cheque NOW for £8 (Full) or £4 (Associate), payable to the Seafly Dinghy Class Association to Tim Hoyle, 'The Coppice', 26 Elphinstone Road, Highcliffe, Christchurch, Dorset, BH23 5LL. It will save me having to send you a reminder!

5. New Members

Welcome to the following new members:-

Ivan Phillips C650 Highcliffe Sc.

Ian Stockdale C378 "

6. Portsmouth Yardstick

The Seafly's Recorded Number remains at 114 for 1992, according to the R.Y.A's Portsmouth Yardstick Scheme booklet.

7. Car Window Stickers

A new supply is now available of Seafly Association window stickers. Send £1 to me please if you would like one.

8. Boats for Sale

See Boat Mart, page 16 & 17.

Alan Green

BOAT COVERS

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

NATIONALS 'TEE-SHIRT'

Due to the popularity of the sweatshirts and tee-shirts at last years Nationals, we thought we would do something again. This time, to simplify it all, we thought we would keep it to tee-shirts and three sizes, medium, large an extra large.

The 'T' shirts will be on sale from Mike Robinson from Saturday 22nd August at the Nationals. Approximately £7 each.



1992 SEAFLY NATIONALS

NEWS UPDATE

Social Events:

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

CAMPING

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

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

Although it has a Wadebridge address it is only 2.5 miles SE of Rock, a mile off the B3314 on an unclassified Rock to Wadebridge road. There are free showers and it will cost £6 per night for a tent, car and two adults; extra children are 50p each. You should mention the Seafly Dinghy Class Association when booking and provide a £15 deposit. Mr and Mrs Mably are the owners and have said that they should be able to put us all together.

I would encourage you to book early. I have already passed this information onto Andy Woolner at Starcross and Brian Robinson at Worthing. The phone number of Mr and Mrs Mably is Bodmin 0208 880564 and that of the site (July and August only) is 0208 812878.

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

Or write to:

Rock Sailing and Water Ski Club
The Quay
Rock
Wadebridge
Cornwall
PL27 6LB

FORTHCOMING EVENTS

23 - 28	Aug	Rock SC - National Championships	1 practice, 5 races, 4 to count.
5 - 6	Sept	Worthing YC Open Meeting	4 races, 3 to count. Held in conjunction with Miracle Class.
25	Oct	Chew Valley Lake Open Day	Handicap & Pursuit race, start 11:00
7	Nov	Draycote Water, Two-of-a-Kind. 638 D Hughes & 470 M Robinson	Invitation Race.
21	Nov	Spinnaker SC - Inland Championships	3 races, 2 to count.
22	Nov	Lymington Town Charity Pursuit Race	1 race, start about 12:00.

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EVENT REPORTS

STARCROSS OPEN - 6th & 7th June

Not exactly the perfect weather for an open meeting, but at least it didn't rain! The weekend was dominated by light flukey winds & galloping Starcross tides. Highcliffe supported the event well, out numbering the local entry with eight boats, a Worthing representative was again the stalwart Mike Hartnell making his regular annual trip to the Exe Estuary. Saturdays first race seemed to be a Highcliffe benefit match with Ron Cockwell storming ahead - if you can "storm" in a force 1/2 - to a clear win from Ivan Phillips and Paul Taylor. Alan Brook ended up forth after recovering from a dreadful first leg, when he found himself at the back of the fleet. Barry Thomas sailed 640 Karamel Too into fifth but the top Starcross helms, Ken Bartlet and Andy Woolner could only manage 7th & 8th respectively.

Race two - 'the first shall be last & the last first' etc. The second race was sailed on a falling tide and failing breeze. After a frustrating beat close inshore out of the tide the fleet soon fell into the usual pattern - fast at the front and slow(er) ones at the back. The procession continued until the fleet dropped one by one into the tide at the leeward mark. Ron again in the lead, managed to escape the hole and crawled upto the windward mark, while the second, then the third boat began to go backwards towards Exmouth, as the last boat approached the leeward mark he found himself in second place, and joined in the procession to Exmouth. By this time Ron was returning to the leeward mark and went for the shore to get out of the tide, everyone, by this time had started to paddle home and some got a tow. All the boats were ashore except for Ron going at about 1 mile a day past the club house, but finally he retired and unfortunately received maximum points with the rest of the fleet.

Saturday Night at the clubhouse degenerated into a multi team skittles championship, scored (and won?) by the Starcross Seafly team, soundly beating, so they say, the Kestrel team, the Highcliffe Seafly A team, the other Highcliffe team and the Junior team (under 35). It has been scientifically proved that the accuracy of nine pin bowling is inversely proportional to the number of pints of Wadsworth 6X consumed.

Sunday looked like being the same with hardly a whisper of wind on a misty Estuary, but a light breeze came from somewhere and blew the fleet round the short Olympic course putting Ivan Phillips first, Alan Brook (Starcross) second and Starcross rent-a-boat helm, Richard Garry third.

The next three places went to Highcliffe - Adrian Summers, David Hughes and Ron Cockwell, with Andy Woolner(Starcross) seventh, having clawed his way from a disastrous first leg at the back of the fleet. If in the first three races, he's seemed a bit laid back, the final race at last got the enthusiasm going with the first general recall of the weekend. After that, and the imposition of the one minute rule, we were all perfectly behaved and got away to a good, but ragged start.

EVENT REPORTS

STARCROSS Report Continued

With the tide pushing boats downstream on the windward leg it was all important to use it upwind and keep out of it downwind. Alan Brook finally found his form and kept ahead all the way round, followed closely at one stage, by Richard Garry, who eventually had to drop to fourth allowing David Hughes into second place and Ivan Phillips with third. Adrian Summers was fifth ahead of Andy Woolner and Ron Cockwell. The final result saw Ivan the winner just one point clear of Alan Brook. Ron Cockwell was third. Ivan took the Open Meeting Trophy back to Highcliffe and Alan at last won the Bernard Phillips Trophy for the first Starcross Seafly, a trophy which had eluded him since it's conception in 1984.

THE BERNARD PHILLIPS TROPHY

Mention has been made in the Starcross Report of the Bernard Phillips Trophy and members might like to know more about this trophy and it's history. The trophy is a wooden scale model of a Seafly, white with wooden decks and a polished stainless steel main and jib. It is, unfortunately for most, only awarded at Starcross and goes to the highest place Starcross boat at the Starcross Open. It was built and donated in 1985 by Ron Ellway as a memorial to a keen and talented Starcross Seafly sailor Bernard Phillips who sadly died in 1984.

	1st Race	2nd Race	3rd Race	Overall Points	Overall Position
Ivan Phillips	2	1	3	5.75	1
Alan Brooks	4	2	1	6.75	2
Ron Cockwell	1	6	7	13.75	3
Barry Thomas	5				
Ken Bartlett	7	7			
Andy Woolner	8		6		
Richard Garry					
Adrian Summers					
David Hughes		5	2		
Mike Robinson			Rtd		
Paul Taylor	3				

(Apologies, not all the results are available at the moment, I am endeavouring to compile them)

David Cotgrove

EVENT REPORTS

BLAKENEY OPEN MEETING

For the first time for many years no visitors - pity we clashed with Seasalter, so it left three local boats only, to fight it out.

The first of two races on Saturday saw a northerly force 4 sunny and warm. After a dubious time on the Committee boat Kittiwake with Roger and Dawn Thompson got smartly away while Roy Perryman in Jupiter and Mac Hambling in Extra Time were waiting another 5 minutes. No one protested the Race Officer and so the race was on. Extra Time got ahead and held the lead after a short one lap round with Kittiwake second.

The second race saw Jupiter in the lead with his crew John Myers, a Laser man and first time spinnaker handler (you wouldn't have known) all three boats enjoying really sizzling reaches. Roy held his lead followed by Extra Time and the Thompsons.

Sunday saw a cold grey force 5 from the North. Roy Perryman lost his mast after shroud trouble and that left two. Extra Time started and held their lead for the first two rounds and were startled and shocked to be passed on the third by Kittiwake - after a hurried consultation they decided Roger was sailing better! On the penultimate leg Extra Time's boat crew-cold, wet and tired and desperate for dry land and a drink, hoisted their spinnaker (the only one on display in the harbour). Followed a screaming luck-pushing three sail plane catching Roger within a few feet of the last mark, but not good enough despite impeccable kite handling by crew Bill, and Roger held his lead to beat home - a very well deserved win. (How does Dawn look so attractive after all that sailing?) Overall the Seafly Bowl was awarded to Extra Time - or would have been had Paul Taylor returned it. (What about letting us have it back Paul?).

Having the urge to write, your reporter will try and keep the News up-to-date with the Seafly bodies at Blakeney.

Mac Hambling

BLAKENEY OPEN MEETING RESULTS

	1st Race	2nd Race	3rd Race	Overall Points	Overall Position
Mac Hambling	1	2	2	4.75	1
Roger Thompson	2	3	1	5.75	2
Roy Perriman	3	1	Rtd	7.75	3

EVENT REPORTS

HIGHCLIFFE MONO-HULL OPEN MEETING

(including the Wayfarer South Western Area Championships)

The meeting attracted over 50 entries from as far afield as Cornwall and Norfolk together with a good contingent from the Isle of Wight. Their craft included International Moths, Seaflys, Wayfarers, Fireballs, a Merlin rocket, International 14, 505 and a Contender which were split into 3 classes: Wayfarers, slow and fast handicaps. This combination led to interesting and varied races set in the clear open waters of Christchurch Bay.

The 2 day meeting of three races was compressed into 1 when Saturday's event was postponed due to force 6 gusting 7 winds which whitened the course. Sunday was kinder giving gusty force 4 Northerlies for the first 2 races before the sea breezes brought the expected 180 degree wind shift. In the fast handicap fleet M Merley in his 505 won over the line but was consistently beaten on handicap by the Fireballs of A. Tarrant and M. Pollington. In the slow handicap the magical gymnastics of the International Moth sailors entertained everyone, with 3 straight wins by T. Collier giving him overall first place. The Wayfarers appeared a lot steadier with S. Bowen, M. McNamara and S. Rix winning 1 race each.

RESULTS

Fast Handicap: 1st Fireball A. Tarrant/G. Langdon (Highcliffe), 2nd Fireball M. Pollington/L. Pollington (Burghfield), 3rd 505 M. Merley/G. Beetle (Lee on Solent).

Slow Handicap: 1st Int. Moth T. Collyer (Lymington Town), 2nd Seafly R. Cockwell/J. Cockwell (Highcliffe), 3rd Seafly I. Phillips/K. Thomas (Highcliffe).

Wayfarers Southern Area Champs: 1st S. Bowen/ Bowen (Parkstone), 2nd M. McNamara/S. Townsend (Exe), 3rd S. Rix/M. Claxton (Hickling Broad), 4th I. Porter/K. Gibb (Hayling Island), 5th M. Wood/P. Heritage (Medway), 6th B. Ingham/S. Redman (Hayling Island)

SEAFLY RESULTS

Sail No	Helmsman	Crew	Position in each Race			Final Points	Final Place
			1	2	3		
646	Ron Cockwell	Joe Cockwell	DNS	2	1	2.75	1
650	Ivan Phillips	K Thomas	Rtd	1	2	2.75	2
624	Adrian Summers	Norman Hack	1	3	3	3.75	3
642	Ian Mansfield	Helen Mansfield	4	4	4	8	4
470	Mike Robinson	Nick White	3	5	7	8	5
198	Rob Odling	Phil Brereton	5	7	11	12	6
477	Rob York	Jackie York	2	DNS	Rtd	13	7
640	Barry Thomas	D Thomas	6	8	9	14	8
638	David Hughes	Chris' Hughes	Rtd	10	5	15	9
644	B Howe	Val Howe	DNS	9	8	17	10
649	Tim Hoyle	M Tuttle	DNS	11	10	21	11

BREATH TEST ON BOATS

It is already an offence to navigate a vessel whilst unfit to do so by reason of drink or drugs.

However, the Department of Transport has now approved some new bye-law powers which will enable a Port of London Authority (PLA) official to require a vessel whose skipper is thought to be unfit to be subjected to a breath test - given by a policeman.

If the breath test is positive, they are then entitled to hold the craft stationary until a replacement driver is available.

(The mind boggles at the thought of this being extended to other coastal areas. At the moment we have police boat patrols in the Christchurch area it is only a signature on a piece of paper away when the police could stop you while racing, for steering erratically and ask you to "Blow in here sir")

COASTAL WATERS SEWAGE POLLUTION

300 Sailing Clubs around the coast have been asked to fill in a questionnaire about the quality of water in their areas.

The Nationals Rivers Authority (NRA) - the organisation which enforces water quality standards - has recently published proposals for Statutory Water Quality Objectives which will include 'use related classes'. This will mean that the amount of sewage and other pollutants that the NRA allows to be pumped into the sea will depend on what the receiving waters are used for.

By letting the RYA know the area of water that you use for sailing plus any problems you have had with sewage and other pollution, we can give the NRA a clear detailed picture of the use of the coastline for sailing and windsurfing so that they take your need for clean water into account when water quality objectives are being set.

The RYA believes that the water used for watersports should get as much attention as that used for swimming off the beach.

RYA Tel number 0703 629962

FOUNDATION FOR SPORTS AND THE ARTS

Out of 64 grants awarded six were related to sailing, they were:

- Bewl Valley Sailing Club - to support 3 projects - sailing and racing for the disabled; learning to sail in tidal conditions and youth training.

- RYA UK Youth Match Racing Championship new youth event.
- Beer Sailing Club - support for extension of club house.
- Avon Sailing Club - to improve and extend club facilities.
- The Sea Cadet Corps - assistance with refurbishment.

FOUNDATION FOR SPORTS AND THE ARTS

If you club or organisation could benefit from a grant and you think you could put a good case together, then contact:
Gaye Sarma at the RYA or the Foundation for Sport and the Arts, PO Box 666, Liverpool L69 7JN, Tel 051 524 0235/6.

WATERLINES RETURNS TO THE AIR

The BBC national magazine programme on all things watery - from tallships to marine pollution and boat shows - returns to Radio 5 for sixteen week run starting on June 7th and finishing on 20th September. However you will have to be an early riser to catch it for it is scheduled to be broadcast from 07:00 to 07:30 on Sunday mornings and can be heard on Medium Wave 909 and 693 kHz.

RACE MANAGEMENT SEMINAR

The biennial RYA Race Management Seminar will take place at Holme Pierrepont, Nottingham on 24th October 1992.
Designed to introduce the next stage in the Race Officer Training Scheme, 'Open Meeting Race Officering', the seminar is open to a maximum of three delegates per RYA region.

CONTACT: Maggie McDermott at the RYA.

RACING IN HARD HATS

The RYA Race Management Working party looking into the issues surrounding head injuries in yachting and possible safety headgear has attracted a good deal of comment from press, officials and manufacturers. However the working party is still keen to hear from anyone who has been involved in a head injury accident whilst sailing so that it can get a wider picture of the extent of the problem if indeed there is a problem at all. Questionnaires available on request.

CONTACT: Maggie McDermott at the RYA.

(Based on an article by Jonathan Clark)

The Crew Duties (continuing last Newsletter Article)

At an early stage, it is worth appreciating that the jib should, and can be 'played' upwind. This is not only true of strong winds when judicious easing of the jib will stop the boat being knocked down, but also of light winds. In the lighter conditions it is worth trying to ease the jib in the lull to keep the speed on. The jib should be resheeted as the wind pipes up, and the jib leach is blown open again. Also in choppy conditions it is important to keep the boat driving, if you are slowed by falling into a trough, then ease the jib until the speed has built up again. Obviously the helm should be doing the same to the main, it is no good doing one without the other. It is important to get a clear understanding between helm and crew, so that you work together.

Just a small movement of 1-2 inches is usually sufficient in a Seafly to have the correct effect to maintain boat speed.

TACKING

Tacking is an area that causes most problems, as it all seems to happen so quickly and can so easily go wrong. It is important to sort out with your helmsman how he sets about tacking and try to persuade him to announce a tack in a recognised fashion. The R.Y.A. system of "Ready about" then as the helmsman puts the tiller over, "Lee ho" should be good enough. Alternatively use a numbering system, say 1-4

- 1 Ready to go about (as a helm I like to hear the jib come out of the jam cleat before shouting the next command)
- 2 Helm puts the tiller over.
- 3 Straightens the tiller and brings the boat upright.
- 4 Draw the sails in to their normal position.

The other point to consider is which way to face during the tack. Generally speaking if the jib cleats are forward of you then turn facing forward, if to the rear of you, then face to the stern when you tack. Do not let go of the jib sheet, take hold of the new jib sheet before leaving the leeward side and watch the old jib sheet does not jam it's self again, it could cause a capsize.

OFF THE WIND

After rounding the windward mark, make a mental note if there are any boats going up towards the Port lay line as they could easily cause problems as you bear away on the reach. Even if you have right-of-way a collision at this stage could cost you the race and boat damage to repair. Don't wait for the helm to notice the obstacle ahead, shout a warning in good time.

As you bear away round the mark, ease the jib slowly so that it is always drawing. Use the middle 'telltales' so that both stream as the jib is eased. For a spinnaker boat, check with the helm if he needs the kite, it may be to fine or he may want to work up to windward a bit before hoisting. The pole can be set as you approach the mark, it will be one less job that needs to be done.

DOWNWIND TRIM

Ease the jib sheet in the gusts and as the boat builds up speed pull the sheet in, the apparent wind moves forward the faster you go. Likewise, do the same to the spinnaker sheet, it is essential to keep the luff of the spinnaker just on the curl. Until the rules are changed you can only use one vigorous movement of the sheet pure/wave and only then, when plaining conditions exists. The guy must only be trimmed and left, you should not hold the guy in your hand. Somebody could easily accuse you of pumping.

The crew should sit so that he can see the spinnaker, usually on the windward side, on a broadreach the helm should sit down to leeward and balance the boat so that the crew can sit as far out as possible. Both should be prepared to move to trim the boat.

When lowering the spinnaker with a chute, the crew should ease the sheets while the helm pulls the kite down, he should also keep an eye on boat control as the helmsman is probably in the centre of the boat with the tiller between his legs and not in full control. The pole can be taken down when the helm is again in control.

We believe that in the early stages of crewing, it is important to set up a basic approach to all manoeuvres and agree these with the driver. If there is a breakdown in communication, remember to keep calm as, above all else sailing two man dinghies is a team sport. As a helmsman I believe a good crew can add upto 10% of boat speed and when you consider 1% could get you into clear air then it is worth getting it right.

Original article by Jonathan Clark "Start By Crewing"
Edited by Mike Robinson

BOAT MART

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

* denotes advertised in Yachts & Yachting.

Sail No	Built	Details	Registered	Price
C 8	1961	Wood, 2 suits Sails, metal mast, trailer, trolley, new cover. Boat at Burghfield SC Reading. M Palmer, 071 2784311(day), 071 7940378 (eve).	No	£300 ONO
C 156	1964	Wood, first class condition, metal mast, new cover and brand new trolley & trailer. Good buy, Mrs W Dorban, Winchester. 0962 864847	Yes	£700
C 167	1965	Wood, Proctor Beta Mast, trolley, lots of fittings, needs painting. Bournemouth 0202 424813.	Yes	£325
C 183	1967	Wood, good condition -Bargain. A McPhie, Okehampton. Tel 08372910 (work).	Yes	£750 O.N.O.
C 250	1967	Wood, excellent condition, 1986 McNamara sails Trailer & trolley. Contact Gary Williams on Tel 0425 271173 before 19 August. Tel 0582 768226 after 19 August.	Yes	£750
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 288	1968	Wood, racing & cruising sails, spinnaker Cover, Trolley, Trailer, VGC Peterborough 0733 129423. .	Yes	£750
C 364*	1970	Wood, Sound, combi trailer. Camberley. Tel 0276 64860 (Eves)	No	£350
C 396*	1972	Wood, reasonable cond, combi-trailer. Tel 0234 720029 or work 0604 233200.	No	£545

BOAT MART (Continued)

Sail No	Built	Details	Registered	Price
C 441	1973	GRP hull, wood decks. Sails, trolley, trailer. M Hartnell, Worthing Tel: 0903 233625	Yes	£600 ono
C621	1979	Wood, 3 suits sails, (1 nearly new), VGC Little used in last 18 months, Combi trailer. M Churchill, Bristol 0454 772206	Yes	£1,100

WANTED

Help! Help!! Help!!! Help!!!! Help!!!!!

Urgent - Urgent - Urgent - Urgent - Urgent

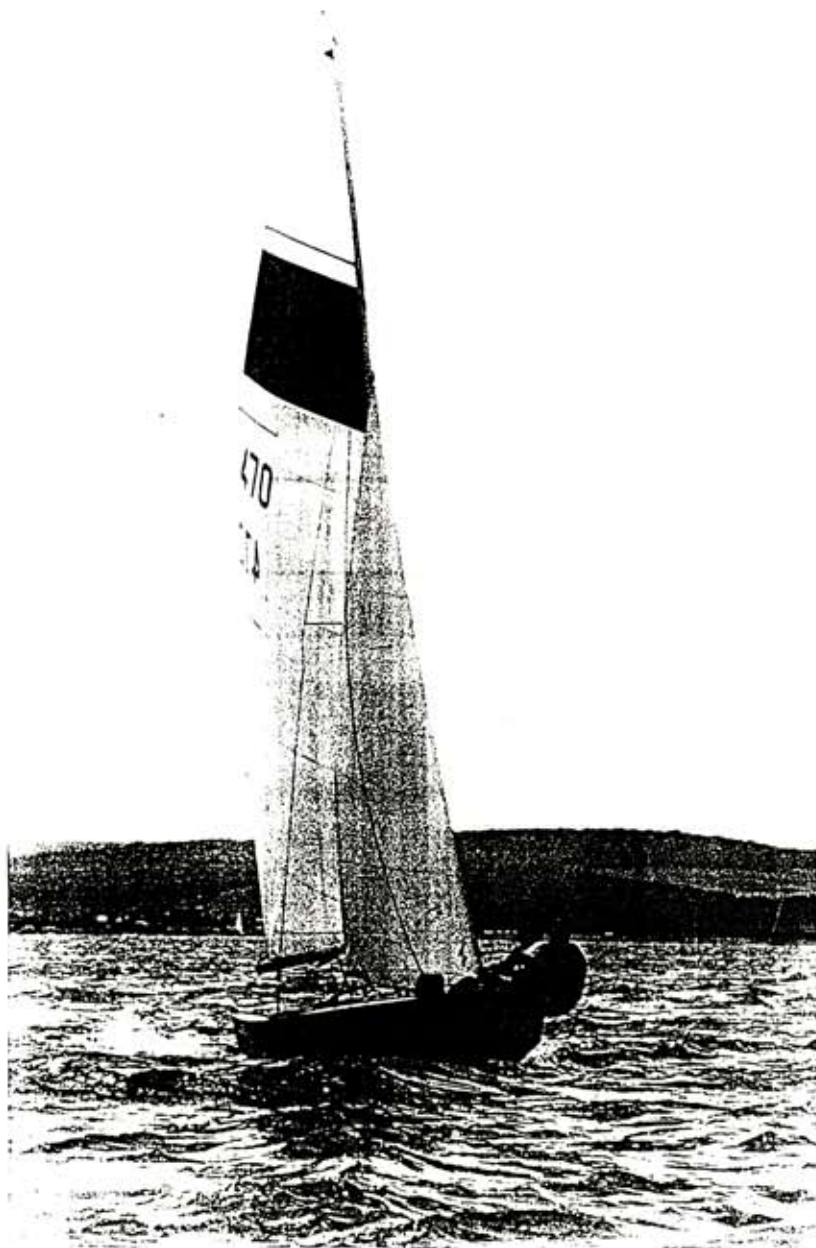
Urgently wanted, more articles, letters and photo's for the Newsletter.

NEXT NEWSLETTER

Tactics
Book review
Rules Quiz
Nationals Report

Info in by 1st Oct 1992

Publishing date: 1st Nov 1992



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SEAFLY DINGHY CLASS ASSOCIATION

NOTIFICATION OF THE 1992 ANNUAL GENERAL MEETING

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

AGENDA

1. Apologies for Absence.
2. Minutes of the 1991 Annual General Meeting.
3. Matters Arising.
4. Chairman's Report.
5. Secretary's Report.
6. Treasurer's Report and Acceptance of Accounts.
7. Election of Officers and Committee.
8. Propositions:-
 - 8.1 With effect from 1st January 1993, the Annual Subscription paid by a Full Member shall be increased from £8 to £10, and the Fee for Registration or Re-Registration of a boat shall be increased from £5 to £10. (The Associate Membership subscription remains at £5.)

Proposed by the Committee.
 - 8.2 Class Racing Rules (pp 33/4 of the Handbook) - Add new Rule 11 Propulsion:- "IYRU Rule 54.3(b) is amended to permit the Spinnaker sheet to be pumped 3 times, and the Main sheet pumped once, for each wave to initiate planing. Pumping is not permitted in wind below planing conditions.

Proposed by M.J. Robinson (HSC)
Seconded by T.A. Hoyle (HSC)
9. The future of the Class Newsletter.
10. Any Other Business

-----+ +-----
PLEASE BRING THIS AGENDA WITH YOU TO THE A.G.M.

PROXY FORM

Members are reminded that under paragraph 8.2 of the Constitution they may nominate another member, or Chairman, to exercise a proxy vote for or against the Propositions at Items 8.1 or 8.2 above.

I nominateto vote (FOR/AGAINST the motion at Item 8.1
(FOR/AGAINST the motion at Item 8.2

SignedName in Block Capitals

SEND TO SECRETARY at 10 Higher Warren Road, Kingsbridge, Devon, TQ& 1LG,
by Monday, 23rd August