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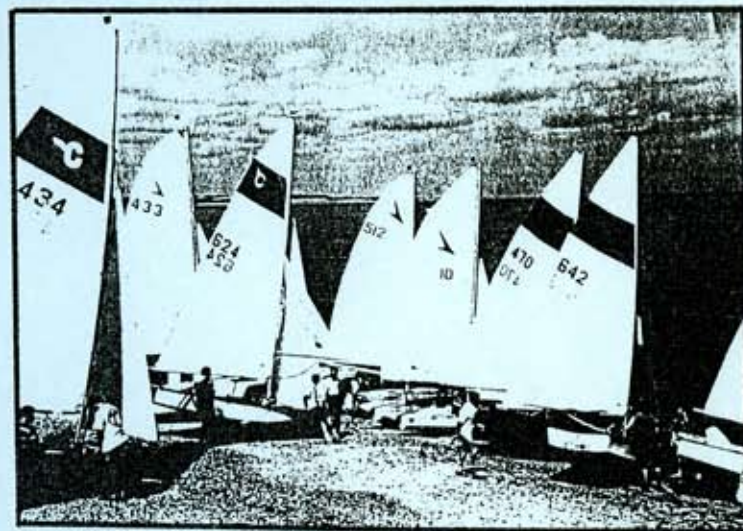
1992

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NEWSLETTER



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DISCLAIMER

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

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EDITORIAL

Looking at the 'Review of the Classes' in the Mid December edition of Yachts & Yachting I couldn't help wondering if the Seafly Class had more of the 650 boats built, actually racing than any other class (In this I am excluding the specialist classes like the Redwing were 30 have been built recently after scrapping the old fleet and they all race). Guess what, I found that the Seafly class came out near the top of the list. Have a look at the table below:

Class	Registered Boats	Boats in Nationals	Percentage Boats Racing
Seafly	650	23	3.5%
Laser	14,700	202	1.3%
Firefly	3400	47	1.4%
GP 14	13162	76	0.6%
Wayfarer	9182	53	0.6%
470	723	47	6.5%
Scorpion	1939	80	4.1%
Bosun	1800	50	2.7%
Miracle	3684	70	1.9%

The 470 being a relatively new class and a good Olympic boat could be expected to do well, but the Scorpion class have done very well and this is their lowest number in the Nationals for a number of years. I know playing with numbers doesn't prove an awful lot but it does show that we are not as bad off as some classes. Mind you, Fleet Captains it is no good sitting back on your laurels and thinking everything is OK, we really do need to encourage newcomers, those thinking of racing and especially the youngsters. Be creative in your thinking, how about a bit of team racing on a small course, oldies against youngies or a figure eight course, close inshore so that spectators can see what is going on.

Dinghy sailing is on the increase(3%) despite the recession (or maybe because of it), and we do not want to miss the boat. We have a good class of boat and we want to show it off. The theme of the Dinghy Show this year is 'Family Sailing/Racing' so there is a good opportunity to show off our 'wears'.

I hear on the grapevine that there will be at least two new boats this year, so that is really encouraging. Remember, even if you have an old boat you can make it competitive, as 477 and 470 have proved gaining 6th and 2nd places in the Nationals.

I hope you enjoy reading this Newsletter, but how about more input from YOU, we would love to hear your views, arguments and ideas. Good sailing in 1992

NEWSLETTER PUBLISHING DATES

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

Mike Robinson

CHAIRMANS CORNER

January signals the start of the New Year but most of us, still recuperating from the sloth and gluttony of Christmas and the New Year, the 1992 season still seems far away. Indeed, on New Year's Day, a high proportion of the Highcliffe fleet could be found far from the sea, tearing down the pistes of a French ski resort. At least some of us were tearing, in our usual style with scant regard for the right of way. Others followed in more sedate style, carving proper turns.

This lack of attention does not apply to other of your Association officers, in particular your Secretary and Newsletter Editor, who are tireless in their effort to keep the show on the road. Theirs have been the researches and the liaison to give the fleet an exciting new venue for the National Championships at Rock, on the North Cornish coast.

As a holiday resort, Rock has many attractions. The relatively sheltered waters of the estuary should feel like home to those who normally sail inland. No One who sails a Seafly would admit to being intimidated by the waves and tricky launching conditions of our open water venues. However, these things may be a factor when planning what for some of us may be the annual family holiday.

So book your week in Rock now. It would be good for the Class to see a significant increase in the Championship fleet. Numbers have held up well in recent years, but a bigger fleet and close racing may encourage those thinking of getting a new boat. We shall be delighted to welcome more sailors from inland clubs. However, for numbers, we will be depending on a determined effort by fleet captains of the established Clubs of Worthing, Highcliffe and Starcross. See you there.....

If I have acquired any fame in my yacht racing career, it is not for my thorough knowledge of the rule book. My tactics on the course are generally the same as on the piste - get to the front if possible and go like hell! Anyway, that in spite of this apparently cavalier approach, I do have a regard for the rules.

A rule that has changed recently is number 54 which has to do with unfair means of propulsion. It was invoked during an Open Meeting towards the end of last season. It was obviously difficult to frame and seems to depend very much on subjective observation.

Because of the difficulties with it, the IYRU have produced an explanatory video which is endorsed by the RYA. A copy of this video is available on loan from the Editor. I did force myself to watch it. It is quite entertaining and it was interesting to observe that when shown examples and invited to spot the law breaker, they were not difficult to identify.

Now it only remains my duty to wish you all good sailing in 1992 and, if I don't see you before, see you at Rock.

Ian Mansfield

SECRETARY'S REPORT

1. HAPPY NEW YEAR

A very Happy New Year to all Seafly Sailors and good sailing in 1992. This is the year for all members to resolve to attend at least one Open Meeting and also the National Championships at the exciting new venue at Rock S.C. Dates for your diary are:-

16-17	May	Seasalter SC Open meeting	4 races, 3 to count.
6-7	June	Blakeney SC Open Meeting	First race Sat 10:00, 2 races. Third race Sun 11:00
6-7	June	Starcross YC Open Meeting	4 races, 3 to count. Held in conjunction with Kestrel Class.
20-21	June	Highcliffe SC Monohull Open Meeting	4 races, 3 to count.
23-28	August	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.
21	Nov(Prov)	Spinnaker SC - Inland Championships	3 races, 2 to count.
22	Nov	Lymington Town Charity Pursuit Race	1 race.

I am sorry about the clash on 6-7th June. Unfortunately both clubs are very tide-restricted and Starcross are unable to host us in July because they are holding the Dart National Championships that month which is a very big commitment.

2. NATIONAL CHAMPIONSHIPS (23-28 AUGUST)

This year we are going to Rock SC, near Padstow in Cornwall - a new West Country venue which will be a change from Brixham and Plymouth in years past. Your committee considered this very carefully before approaching Rock and it is hoped that our decision will be justified by your support.

Rock is on the Camel Estuary opposite Padstow, which means sheltered water and easy launching. The courses may be a little smaller than usual but the club has run several championships very successfully and has promised us an excellent week with good facilities. This part of north Cornwall is a very popular holiday area with superb beaches for swimming, surfing or just lazing about, and lovely coastal walks. For the lovers of poetry the late Sir John Betjeman is buried in nearby St Eneoc's churchyard near Trebetherick.

SECRETARY'S REPORT

Seafly Week will be run in conjunction with Rock SC's Open Week but we will have separate starts. Racing will probably be in the afternoon on the top of the tide. The entry fee is expected to be £50 and we have to guarantee a minimum of 20 boats, so it is essential that at least that number enter, otherwise it will cost your Association dearly. I am told that Starcross members are planning a mass entry so its up to the rest of the class to respond.

Entry forms should be available with the next Newsletter but in the meantime you are strongly advised to book accommodation NOW to avoid disappointment. Contact the local Tourist Information Centre at the Town Hall, Wadebridge (Tel: 0208 813725) or, for self-catering accommodation, John Bray Cornish Holidays, Pavilion Building, Rock, Wadebridge, Cornwall, PL27 6JS (Tel: 0208 863206 or 862601 (24 hour answering service)). DON'T DELAY.

3. 1992 NATIONAL DINGHY SHOW (SAILBOAT '92) - 7/8th March

Sailboat '92 will soon be here and we will have our usual stand in Hall Two at the Crystal Palace National Sports Centre in South London. We shall be displaying Paul Taylor's latest Seafly C652 and will be showing the video of Seafly sailing at Starcross YC. I shall be there throughout the show and would appreciate some help in manning the stand - please let me know if you can assist.

If you have not been to Sailboat before there is lots to see and its a good day out for all the family. There is plenty of parking and it is well served by public transport. Admission is £4.50 for adults and £1.50 for children. The show is open at 10 am until 6 pm on Saturday and 5 pm on Sunday. I hope to see you there.

4. Advertising

Our advertisement in the annual Dinghy Review issue of Yachts & Yachting in December has brought in an encouraging 4 or 5 enquiries. Unfortunately my list of second-hand boats for sale is not very extensive at present and I do urge anyone who has a boat for sale to let me have details; not only will you sell your boat more quickly but it will probably result in another member for the Association.

(Ed's note. Fleet Captains scour the dinghy park for any Seafly left unattended for the last year, find out the owner and ask them whether they want to sell. You do not have to be a member of SDCA to advertise in the newsletter).

5. NEW CRUISING SEAFLY

I hear that a member in Norfolk has ordered a cruising Seafly from C.M. Marine. Colin May plans to produce a cockpit design, based on the two conversions already in existence, which will serve as a definitive layout for all other boats. As his plans are still in the formative stage he would welcome any suggestions.

SECRETARY'S REPORT

6. INVITATION TO PURSUIT RACE

Following the entry of several Seaflys in the 1991 Lymington Town Pursuit Race, I have received an invitation from Lymington Town SC for the 1992 event on 21/22 November. Make a note in those new diaries.

7. SUBSCRIPTIONS

Subscriptions were due on 1st January. If you haven't yet paid yours, £8 will secure your membership for 1992. Please send your cheque NOW to the Treasurer, together with the renewal form which you will find enclosed with this newsletter. We need your subs to keep the Seafly flag flying; The Treasurer tells me he had recently to dip into his ready cash in the "Piggy Bank" in order to keep us in the black.

DON'T LEAVE IT, OR YOU WILL FORGET! AND I WILL HAVE TO CHASE YOU UP!!

Alan Green

NOTE

All SDCA committee members and fleet captains, a SDCA committee meeting will be held on Sunday 8th March at the National Dinghy Show starting at 2 PM. If you can make it, you will be very welcome. Alan Green on the Seafly stand will inform you where the meeting is being held.

AGENDA

1992 Rock S.C Nationals - Final arrangements.
1993 Nationals.
Cruising Seafly

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CRUISING WEEKEND

Again may I remind you of the cruising Weekend at Ullswater. I have just read a report from the Wayfarer News Mag where 13 Wayfarers cruised round the lake over a long weekend. They had seventeen juniors with them and they had a fantastic adventure. Swallows and Amazons and all that stuff! The scenery is terrific along the whole length of the lake and part of the south shore is not accessible by car. There are no noisy motor boats on the lake except the odd rescue boat. My wife Val and myself will probably be going as Simon is away doing athletics. I have heard from one or two other couples and they have shown an interest in going.

Tony Longworth of Glenridding Sailing School, will be offering special rates (£2 a Day) for a Cruising Weekend. This will take place during the Spring Bank holiday, 23rd to 25th MAY 1992.

All Association members are welcome. There will be sailing, the odd drink, but above all plenty of socializing, and may be just a little racing. There are plenty of campsites nearby. I will have a word with Alan Green and we will try and block book one of the campsites, so that we are all together.

So put it in your diaries NOW and lets form a "Convoy" up to Ullswater. Tony has assured us of a warm welcome and plenty of fun.

More information later on the Cruising Weekend in the May issue.



1991 at STARCROSS

In an attempt to stem the declining of fleets generally, a new personal handicapping system was experimented with at Starcross in the Spring Series. The idea was to encourage those who form the main body of fleets and to some extent it worked, bringing competition right up to the final gun. However, the deficiency in the system soon showed up as the handicap had been based on too few results from the previous year and whilst it encouraged some of the fleet, the normal front runners found themselves penalised too much. Nevertheless, the series was still won by Ken Bartlett, with Simon Greenslade second and Commodore, Andy Woolner, third. Simon Greenslade, although not a newcomer at Starcross, is certainly making his mark by regular and consistent sailing with his permanent crew, coming third in the Summer Series to second place Carol Lanham, and once again Ken Bartlett in first place.

This year has once more showed a steady trickle of new Seafly owners to the Club but none has showed great interest in regular racing. The Sailing Club at SYC considered this problem during the year, a problem experienced by all classes.

In an attempt to encourage new boat owners to get the feel of racing, a "Novice" start was introduced for inexperienced helms who might find regular starts a bit intimidating. During the autumn the limited experiment was met with some encouraging enthusiasm and it is intended to repeat the project on a wider basis in 1992. Perhaps from this novice fleet will emerge a revitalised Seafly fleet and maybe the Starcross fleet will outnumber Highcliffe at the Nationals at Rock - maybe!

David Cotgrove
Fleet Captain

NEWS FROM SEASALTER

A Happy New Year from all at Seasalter. The season at S.S.C. for dinghies has been a disappointing one. We have only four mono-hulls left, 505, N12, Miracle and a Seafly.. To try to encourage dinghies the club has bought a Mirror and a dinghy of uncertain pedigree for use by club members. We will have to see how things go.

We are dominated by Cats, the biggest fleet being the Dart 15 one of which we own, purely for the competition of cause. Mind you, you don't sail a cat, you point it at an object and try and keep it on a straight line and hope nobody puts you about. If you tack more than twice on the windward leg you will find yourself at the back of the fleet.

NEWS FROM THE CLUBS

But hold the Seafly Open Meeting we did and a good time was had by all who ventured to Kent. Despite the low numbers, only nine, we will be holding an Open Meeting this year and it is on 16 -17 May 1992.

We would love to see a lot more of you, it is not just for die-hard racers, it is an ideal family spot, camping is free, parking is free and there is just a small fee for entering the racing. There are also meals laid on in the club house and good family entertainment on the Saturday evening. So why not make this your first open meeting and bring the family.

Eric Sales
Fleet Captain

HIGHCLIFFE NEWS

We have had an other successful season on the racing scene, with Highcliffe taking 8 of the first 10 places in the Nationals and gaining the first 4 places in the Dolphin (travellers) Trophy.

We have started a new feature in the club and that is a Club Championship whereby racing takes place for all classes from Mirrors to Tornadoes. All start and finish from the same place but there are two different courses, one inside the other. This turned out to be very popular and we will be trying it again this year.

Rob and Jackie York have done well in the club racing this year with first places in the Spring and Evening series and second in the Summer series. Ron Cockwell did equally as well with firsts in the Summer and Autumn series.

There was a mix-up after the prize giving at the Annual Dinner Dance when it was realised that discards hadn't been deducted from the total. So we are going to have an other presentation at a social in the Spring.

When it comes to running races, especially the important National events, it usually falls on the same old shoulders for the duties of O.O.D. and Rescue boat. This year we are trying to spread the load a bit and also improve the standard of Race Management by running a course for about ten/twelve members in the early Spring. Tim Hockin the RYA Southern Area Co-ordinator is taking the course which will be an evening and a weekend of practical course laying and race starting

We are looking forward to seeing you all at the Mono-hull Open Meeting on the 20th and 21st June. If anybody would like accommodation then ring the new Highcliffe Fleet Captain, Paul Taylor on Tel 0734 342433

Mike Robinson
Ex Fleet Captain

1992 SEAFLY NATIONALS

NEWS REPORT

As you have heard so far in the Secretary's Report, it is most important that you book your accommodation early. Most of the prime places are booked up very quickly, especially in August. John Bray Tel 0208 863206 has the monopoly on self-catering flats and cottages around Rock, so try him first. Alternatively the Mariners Motel is very near Rock SC (50 yards). and they have various cabins (for two) and cottages(6/7).

MARINERS MOTEL	Tel 0208 862312
Prices range from: (last years prices)	
Self catering cabin for two people	£180
Two bed cottage, sleeps 6	£340
Two bed Apt, sleeps 6	£360
Four bed house, sleeps 7	£550

Another company that deals with holiday accommodation are Estate Agents Cole, Rayment & White, address; The Institute, Rock, Nr Wadebridge, Cornwall PL27 6LQ Telephone 0208 862299. Ask them for a brochure.

CAMPING

Unfortunately, David Hughes contact, who lives near Rock, has only enough room for one tent.

The other campsite is about 2 miles away from the Sailing Club. Parking is practically none existent at the S.C, but where the boats are parked and launched there is a 'pay car park'. It is only small and it might be difficult to get into, late in the day. Alternatively there is a bus that travels from the top of Rock to the car park, every 20 minutes or so. We may be able to ask it to go to the camp site once or twice a day. Or there are always bikes. It is surprising what you can get in a Seafly.

Alternatively there is a very nice caravan park at POLZEATH BEACH about 5 miles from ROCK.

We camped nearby last year and it seemed a very clean, tidy site, with a shop. I gave them a ring the other day and the lady said there was plenty of space. Prices range from £200 for 4 berth, to the top 6 berth at £260 for a week.

POLZEATH BEACH is a very good beach for families, cleaned every day and fantastic for surfing when there are waves. Here is the address:

POLZEATH BEACH HOLIDAY PARK
TRENANT NOOK
POLZEATH
NORTH CORNWALL
PL27 6ST

Tel: 020886 3320

EVENT REPORTS

INLAND CHAMPIONSHIPS

The Inland Championships due to be held at Spinnaker S.C. on the 16 November did not take place, due to no wind. I don't think I have ever seen a day when there was absolutely no air movement all day. We did manage to have some canoe racing and David Hughes and Ian Mansfield showed us all how to do it. Some would initially go very fast, only to do a 360 degree turn when the aim was to go in a straight line. The Spinnaker Club kindly offered to hold the Championship in December alongside their Snowflake Trophy series on the 15th, A rebate was given on the entry fees and we were told there would be no entry fee for the Snowflake.

The 15th December forecast was not very good as far as wind was concerned and I think this kept one or two away. A grand total of three Seaflyes turned up including the Hughes's, the Robinson's and Colin May in 646 with Ron Cockwell as crew. On this occasion a little breeze stirred the flags and a race was scheduled after an hours delay.

The first race started with the wind coming off the shore for the shore based starting line and it was a gamble whether to stay in shore where one might be blanketed by the start hut or start lower down the line in possibly clear wind. Nearly everybody went for the weather end Seaflyes, Lasers, Fireflies and Solos were all locked together in a bunch, those down to leeward must have thought their luck was in, but it was not to be, the bunch was moving at the same speed as those down to leeward, if not faster and most of those to windward where able to make the first mark without tacking, whereas those to leeward had to put a tack in. Lasers and Fireflies filled the first few places then Colin May in 646 and three boats behind David and Christine Hughes in 638, with last but not least Mike and Simon Robinson bringing up the rear, he went down to leeward at the start. The positions didn't change much in the drifting conditions, endeavours were made to hoist spinnakers but it was questionable whether a piece of rag hanging limp has any effect on propelling the boat forward most of them gave them up and concentrated on reducing the wetted surface area by heeling their boat. It wasn't until the last leg that Mike Robinson with his limp rag flying (well hanging) went to windward of David Hughes and a Solo to pip him on the line.

The second race was in the reverse direction as the wind had swung 90 degrees this meant we had a reasonably good beat to the first mark. Mike Robinson used the shifts to good effect and went round the windward mark first with a twenty yard lead. But on approaching weather side of an island in the lake he thought "I will give it a wide birth " so far so good, but when abreast the island and only twenty Yards from it, he watched the whole fleet sail in between him and the island and ended up last again. Colin May again became the first Seafly and held on to this position to the end. With two first under his belt the Championship was his. Mike regained some lost ground, not with standing the occasional collision and protest and ended up second Seafly again.

EVENT REPORTS

The third race was very similar to the first except that this time the Hughes's got off to a flyer and were first round the windward mark. Colin May tried going to leeward of the island, it was certainly the most direct route *but what about the wind shadow*, in the end he didn't loose out very much, it might easily have got him in the lead again. David held on to his lead and finished well ahead of Colin with Mike bringing up the tail.

So at the end of quite a pleasant day and good hospitality, Colin May and Ron Cockwell were the new Inland Champion with David and Christine Hughes second and Mike and Simon Robinson third. Evenso Mike did have something to go away with, he was the new winner of the Dolphin Trophy (Travellers). Full results can be found on this page.

Interestingly, 29 different people took part in the open events during 1991. It would be good to have 30 in the Nationals this year.

Mike Robinson

Open Meeting Results 1991

Name	Boat	Blakeney	Highcliffe	Seasalter	Starcross	Worthing	Inlands	Final	Final
	No	Points	Points	Points	Points	Points	Points	Points	Position
Mike Robinson	470	8	4	0.75	2	3	3	20.75	1
Paul Taylor	652	0.75	12	6	5	0.75	6	30.5	2
Ian Mansfield	642	8	3	2	6	6	6	31	3
Rob York	477	8	2	3	10	5	6	34	4
Mike Hartnell	626	2	7	4	12	4	6	35	5
David Hughes	638	8	5	12	3	10	2	40	6
Ron Cockwell	646	8	9	12	9	2	6	46	7
Adrian Summers	624	8	0.75	5	21	10	6	50.75	8
Ken Bartlett	575	8	17	12	0.75	10	6	53.75	9
Alan Brook	648	8	17	12	4	10	6	57	10
David Cotgrove	506	8	11	12	13	10	6	60	11
Steve Greenslade	523	8	17	12	8	10	6	61	12
Rob Odling	198	8	6	12	21	10	6	63	13
Andy Woolner	101	8	17	12	11	10	6	64	14
Barry Thomas	640	8	17	9	14	10	6	64	15
Alisdair McPherson	636	8	8	12	21	10	6	65	16
Dave Scovell	8	8	10	12	21	10	6	67	17
Brian Robinson	96	8	13	12	21	7	6	67	18
J Lloyd	420	8	17	12	15	10	6	68	19
Colin May	646	8	17	12	21	10	0.75	68.75	20
Frank Bassett	620	3	17	12	21	10	6	69	21
Rory Barnes	149	8	17	12	16	10	6	69	22
Jim McClean	434	8	17	12	18	8	6	69	23
Andy Norman	95	8	17	12	18	9	6	70	24
Mac Hambling	388	4	17	12	21	10	6	70	25
B Beeson	643	8	17	12	17	10	6	70	26
R.G. Thomas	597	5	17	12	21	10	6	71	27
Peter Jones	645	8	14	12	21	10	6	71	28
T LeGood	639	8	17	12	18	10	6	71	29
Mark Appleby	392	8	17	9	21	10	6	71	30

EVENT REPORTS

Lymington Town Charity Pursuit Race

Sunday 17th dawned with hardly a breath of wind. Was it going to be like the day before when the Seafly Inland Championships were postponed because of lack of wind.

The race was postponed twice for an hour each time, before a light south-easterly wind appeared. However, no sooner had a course been posted and the fleet begun to go afloat than the wind died and veered. The races were therefore started on a course which contained little beating but gave the International Fourteens and similar boats plenty of opportunity to show off their asymmetric spinnakers.

The dinghy charity pursuit race is split into two races, one for the slower boats, Optimists, Cadets and Toppers, and the other for boats with PY number below 125. The slow fleet shared the first three marks of the course with the fast fleet but thereafter had an inshore course to avoid the flow of the tidal stream. Four Seaflyes showed up for the fast fleet. It was a struggle to get to the start line and Ian Mansfield in Admiral (624) was a few minutes late. The fast fleet was led away by the Wayfarers. David Hughes in Mercury (638) was soon up amongst the Wayfarers followed by Paul Taylor in Summer Breeze (652), unfortunately Mercury, while trying to establish water on three Wayfarers at the third mark, was pushed down tide of the mark and clipped the mark with his boom and subsequently had to do 720° penalty turn.

After this incident Mike Robinson in Revival came through to challenge the Wayfarers for the lead. This was soon accomplished before the next mark and Revival held the lead for a lap and a half, closely followed by Mercury. Until, first Mercury then Revival was overhauled by two International Moths. How they ever keep them upright with a hull beam of 18" I never know. I followed one on the run for a little while and I felt sorry for him as he struggled to keep his boat from tipping in because of the dirty wind I was giving him, in the end I gave him clear wind. I will always remember the look he gave me as his Moth dipped one wing then the other, it wasn't so much anger but a plea to be let off. The other Moth gave me a wide berth.

The eventual winner was a Tornado, sailed by David and Danielle Pitman from Highcliffe Sailing Club. They started after the first Seaflyes had completed the first lap, but with the wind increasing all the time it was inevitable that the faster boats were going to do well.

Even so, Mike and Simon were 16th just holding off a Reflex 21 which was very much like a Sidney Harbour Skiff. David and Christine were 19th, Paul and Simon Taylor were 28th and Ian Mansfield and Chris Barton were 34th.

Altogether, 51 boats finished.

Mike Robinson

RYA UPDATE

RACE MANAGEMENT

As part of the Club Race officer's Training Scheme (CROFTS), the RYA has now appointed Race Management Coordinators as follows:

E. Midlands - Gordon Skinner
N. West - Bill Rhodes
S. East - John Burt
Southern - Tim Hockin
Thames Valley - Liz Feibusch
Scotland - Mike Harrison
N. Wales - Tony Lockett
S. Wales - Trevor Claypole

Activity in the regions that have a coordinator is most encouraging, but to make the scheme really effective, it needs national cover. The status of a Regional Race Management Coordinator carries a modest honorarium and full back up from the Racing Division at Eastleigh. Anyone interested should write to John Reed, Racing Manager at the RYA or telephone Maggie McDermott.

NATIONAL UMPIRES' SCHEME

Similar in its aims to the very successful National Judges Scheme, the first seminar and training session of the RYA National Umpires Scheme was held at Queen Mary Sailing Club during the RYA National Match Racing Championship Qualifiers in September. Headed by John Doerr (one of the very few British International Umpires), the scheme will provide invaluable training, experience and qualification for National Umpires to progress towards International status. Contact: Maggie McDermott, RYA, Tel 0703 629962.

FOUNDATION FOR SPORT & THE ARTS

You will probably be aware of the £40 million which is being awarded to sports and arts projects annually from a new discretionary trust established by members of the Pool Promoters' Association. Your club should have received a letter from the RYA all about the new Foundation with guidance on how to apply for funding for a project.

To date the RYA knows of around 50 applications from sailing organisations, for projects as varied as refurbishment of a club house, the running of specific events and requests for special equipment. The grant aid from the Foundation must be made for the support of 'athletic sport', with a strong interest in existing projects proposed by amateur bodies.

As only one working party has been set up to look into all sporting applications, it is important that any request is supported by as much relevant and explanatory information as possible; always bearing in mind that the trustees, although keen, may not know that much about sailing.

Make sure your club knows about the Foundation.

CONSIDERATIONS AND BOAT SPEED

To achieve maximum performance from a racing dinghy it is essential to appreciate the individual boat's potential, and to a certain extent, one's own potential and commitment. Many general points are relevant to sailing technique but these alone will never take a helmsman and crew to the front of the fleet. To get there it is necessary to plan when you and your crew are going to challenge the front runners, you don't want to flog your new set of sails, practicing and then when the the all important Nationals come your sails are 'shot'. But you do need to "get to know " your sails so as to get the most out of them for different conditions. Have a second set of sails for club racing and keep the oldest set for taking the family cruising. (If you want another set of sails advertise in the Newsletter, there always someone with an old set of sails in the loft that they don't want). The boat preparation needs planning too, is the hull down to weight?, is the mast OK (down to weight) you may have to save up for a new one. Do all the fittings work, are you happy with them and there position. Go to the 'Boat Shows' and look at boat layouts and fittings, ask the exhibitors how they found the layouts, they are always willing to chat about their boat.

Boat handling must be almost instinctive, an attribute that comes only with hours of experience in the dinghy under all types of weather conditions. There is a Yorkshire saying, "Tha's mekkin progress if each mistake tha makes is a new one". It is also said, "That the one who wins, is the one who makes least mistakes".

So, what are the main considerations when it comes to being at the front of the race or in other words "How do you win Races"

First of all I think there is a "Natural talent" element to winning races, some say it is luck, but it is funny how it is always the same people who are lucky. Then there is dedication or commitment, and shear hard work, before and during the race. This includes:

- a) preparation of the boat
- b) physical fitness
- c) knowledge of the racing rules
- d) knowledge of tactics
- e) knowledge of the sailing instructions and course
- f) knowledge of local conditions and tides

It is easy to see what you can be doing before the season starts a), b) and c) and maybe a bit of d). In this Newsletter I will be covering 'Preparation of the boat' and 'Physical fitness'.

PREPARATION OF THE BOAT

Gear failure during a race often spells disaster, if not a loss of a few places. There are occasions when minor breakages can be repaired without too much loss

of time and races have been won by boats that have undergone some fairly hefty repairs during a race, but these are the exceptions to the rule. Breakdown should not, and will not, occur in a properly prepared and maintained dinghy.

Hull

No effort should be spared to ensure that the hull is as smooth and fair as possible; that it is down to the minimum weight allowed by the class rules; and that as much weight as possible has been kept out of the ends in order to reduce the radius of gyration (pitching).

A GRP or composite hull poses fewer problems than a wooden one although it is easier to correct major faults in a wood-constructed boat. All the gouges in a GRP hull must be filled with gel coat just as soon as they appear. It is probably wise to invest in some broad adhesive tape to cover up the gouge until a gel coat can be applied. Scratches in the gel coat allow water to penetrate the glass fibre laminate and this makes the hull heavier.

Wooden hulls will need rather more care as they are more prone to bruising and scratching, but the same principle apply. All gouges and scratches must be filled and the paint surface brought back level.

It is essential that the hull is as stiff as possible in all planes. This may require additions to the structure, where the class rules allow, to assist in maintaining a rigid hull shape when loads of the rig are applied. It is especially important to tie the shroud anchorages to the mast step so that there is no flexing. In the Seafly Class Rules, Rule 7.3 states, additional stiffeners may be provided for the centreboard case, kingpost and floor. Although the shroud plates cannot be tied directly to the mast foot, by using a piece of aluminium tube between shroud plates and the centreboard case and bridge the gap between centreplate case and the kingpost, there is then an effective rigid link between shroud plates and mast.

Again stiffeners can be placed on the floor. I have used obeche wood (very light) as a stiffener just in front of where the crew places his feet when "going about". With the recent alteration to the rules whereby the floor board slats can be replaced with a sheet of ply that can cover the whole floor area between hog and side tanks, the floor can be made very stiff. It is also a lot lighter than floor slats.

Fittings

All fittings must be through-bolted to the hull or deck with proper reinforcing backing pads. Too often screwed in fittings decide to work loose at a time which causes the maximum embarrassment. Even when they are through-bolted the fastenings should be checked before each race. Last season the bolts holding the

BOAT TUNING

rudder fittings on Revival came loose twice during the season. A squirt of WD 40 on the fittings before the start of a race ensures smooth action. If a fitting malfunctions (ie a pulley twisting and jamming a halyard) do something about it before the next race, remember the Yorkshire saying ?

Centreboard Slot

One area that is often overlooked is the centreboard slot gasket, probably because it is not normally visible unless you capsize, (remember, when you capsize always have a look at your centreboard slot gasket, well, you have to make it worth while). Considerable drag can be caused by inefficient keel strips and gaskets. I have used many different types and I would say the doubled sail cloth probably lasts the longest, this is readily available from most good chandlers, but if I was going for smoothness rather than durability then I would go for plain plastic strip. A lot depends on where one sails.

Spars

After the centreboard slot gasket then the spars are the next forgotten area of the boat. The mast holds up the sails and booms push them out. Well, we should all know that, but they do a lot more than that. Masts should be straight when not under tension, if not they can be straightened. Remember the mast and sails are the engine of the boat, the driving force. They need to be giving 100% output all the time.

Check the mast fittings and sheaves for corrosion, use WD 40 on the sheaves or if the mast is left up in the dinghy park for long periods then use some oil. Check the halyards for fraying, I use kevlar for the main Halyard and this frays on the outside first before the inner kevlar core breaks. Check the shrouds for rust stains, it could be a sign of weakness, check for broken wire threads, they can tare sails as can sharp edges on the spreaders, cover the ends of the spreaders with tape.

Your boom should be very stiff and straight, gone are the days of bendy booms. Sails these days are made for straight booms, so make sure you have not got a banana for a boom.

Main and jib sheets are much better on the hands if they are soft and they will run through the pulleys better, so give your crew a break, soak the sheets in washing-up liquid regularly, don't wait for your crew or yourself to have blisters.

PHYSICAL FITNESS

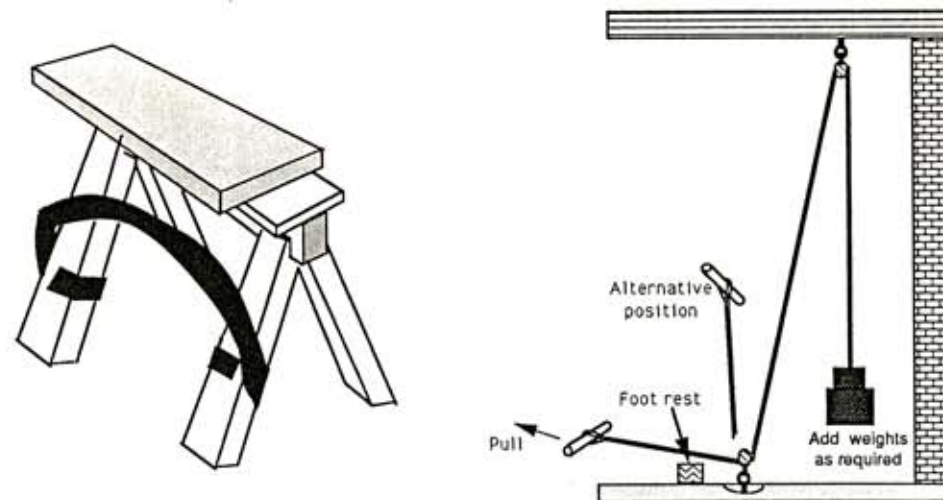
As the years go by, it is inevitable that one will do less and less exercise. Our legs and feet are becoming more used to pushing peddles than walking or running. Very rarely do we lift heavy loads and when we do we usually put are backs out.

BOAT TUNING

The lifestyle today is becoming more and more automated which means less muscular activity. Some of us have more active work but the majority are as described above. So how do we combat this lethargic state and be fit for that championship race, lasting two hours, and be as fit at the end of the race as at the beginning. There are many ways, join the local Leisure Centre and pump a few weights in the gym, programmes can be arranged for particular sports or there is running, cycling and swimming all very good for general fitness.

If you can't afford the Leisure Centre then build yourself your own gym. A sitting out frame is a start, I have adapted one from a pair of trestles, I use for cutting ply. Screw a piece of 1/2 " thick ply by about 8" x 24", on top of the trestle and attach an old piece of toe strapping to two of the legs, cover the ply with a bit of foam, and off you go, 10 - 20 minutes two or three times a week and you will have no problems sitting out from race one of the season.

With a couple of pulleys one high and one low (see diagram) you can easily make yourself an arm strengthening machine and with a bit of ingenuity you can create many different exercises, from a sitting down rope pull (as in hoisting the spinnaker), to a rope pull up.



CHAT BACK

CRUISING SEAFLY C493

As you will appreciate we were delighted to learn that our "Cruising" Seafly was considered eligible for registration and even more so now that it has been successfully measured.

We are very pleased with the boat and feel the appeal of the class has been widened. It may be of interest to other owners to know if the boats origins, although similar to Colin May's design it is in fact the realisation of a design conceived some time ago by Stan Herbert who is well known for his instrumental role in the establishment and evolution of the Seafly.

Although we have not had the opportunity of seeing Colin's design in the "flesh" it appears the only significant difference is that C493 has wider bevels on the edges of the steps which have been created in the buoyancy tanks. This makes for very comfortable seating inboard and also when sitting out and is certainly to be recommended.

The boat itself sails very well, well enough in our hands to have members of our club searching for their PY handicap books! Not having capsized (yet) we cannot comment on the boats proneness or otherwise to turn turtle and long may that remain the case.

We look forward to joining in the class activities in 92 especially the cruising weekend at Ullswater. We have spent several memorable holidays there in the company of Kate and Tony Longworth and can thoroughly recommend it.

With best regards
Chris & Judy Roythorne

✕ McNAMARA
SAILS

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RULES QUIZ

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

1. SAILING INSTRUCTIONS

1a Time Limit

What time limit, if any, should a race officer place on a late starter?

1b Finishing Line

When does a finishing line cease to exist?

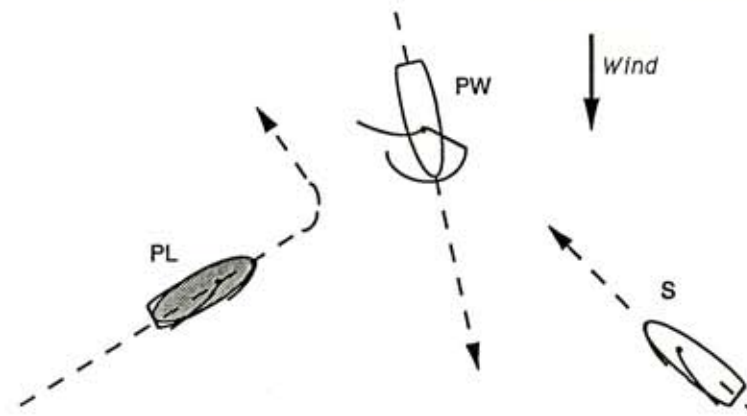
2. RULE 53 - AFLOAT, ANCHORED or MADE FAST

2a Is a yacht anchored when the crew are standing in six inches of water on a ramp holding the yacht which is afloat?

2b Is a yacht anchored when the crew are standing on the same ramp but out of the water although the yacht is afloat?

2c If the yacht and her crew were in the water, but the yacht was still on her trolley, would she be anchored?

3. WHEN IS A STARBOARD YACHT AN OBSTRUCTION



As shown in the diagram, PW, running on port tack to weather of PL caused PL, close hauled on port tack, to alter course to avoid a collision. PW left the obstruction, S (starboard yacht), on her port side: had PL not been forced to tack it was probable that she would have passed ahead of S leaving S on her starboard side. Was PW correct to call S an obstruction in this case?

4. RULE 54 - PROPULSION

RHUBARB running upstream in a very light wind, had lain just short of the finishing line, motionless, hardly stemming the current, for a considerable time before a slightly stronger puff carried her on to the line where she received her finishing signal. After lying stopped across the line for a further short period a paddle was used to propel her to her mooring. Can the race committee protest RHUBARB under rule 54 and do you think she was disqualified?

5. LUFFING

L and W were sailing for the mark close-hauled both on starboard tack. W was passing L, L luffed and W responded but L's forestay just touched the leach of W's mainsail. There had been no mast-abeam hail from W. L protested under Rule 37.1 Same tack basic rules. W protested under Rule 38.2(a) Proper course limitations. The protest committee found that L was virtually head to wind at the moment of contact and had been pinching before this point. L was disqualified for sailing above her proper course when W's helmsman was forward of L's mast. Under strong wind conditions, pinching by L was considered to be above her proper course.

L appealed on the grounds that she was working to windward as best she could in the strong winds and that W was obliged by Rule 37.1 to keep clear.

Do you think the appeal was upheld?

6. WHEN IS A YACHT TACKING

Before the start, A and B were on starboard tack, A was three lengths clear ahead of B. A luffed head to wind and held that point of sailing. Seeing this, B hailed "starboard". A replied: "I am luffing, hold your tack" at which B tacked and protested. A remained head to wind until B had moved away several lengths, A then fell off onto port tack. The protest committee disqualified A and referred the case to the RYA asking:

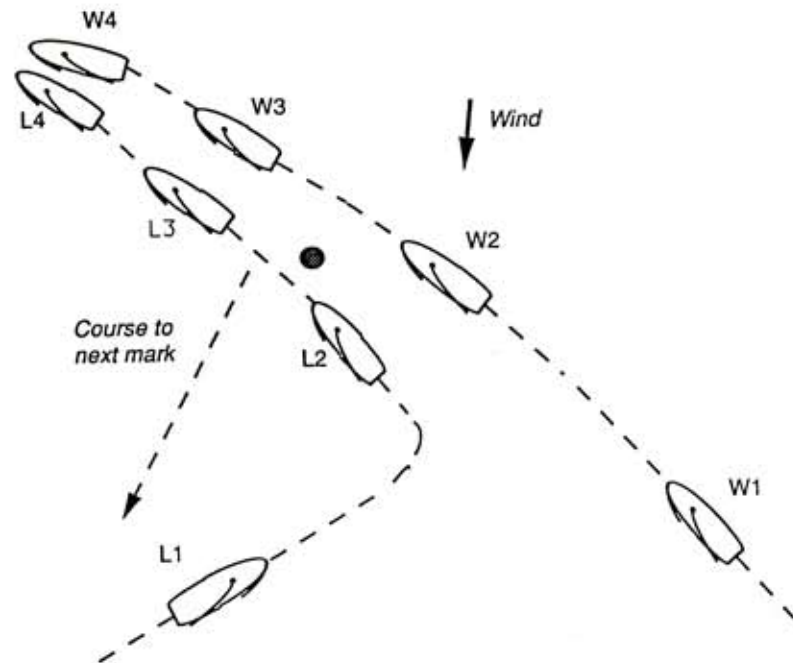
'Can a luff from starboard tack be still considered a luff when a yacht is held head to wind while a windward (or clear astern) yacht tacks and clears her by over two lengths and only then does the luffing yacht move from head to wind onto port tack? If not, is a luff to be considered part of the tacking manoeuvre when the yacht subsequently moves on to the tack opposite to that from which she luffed irrespective of the interim circumstances and the timing?'

So, what do you think the RYA's decision was?

RULES INVOLVED ARE:

- Definition of "luffing"
- Definition of "tacking"
- Rule 41.1 Tacking

7. LUFFING



As shown in the diagram, W was approaching a mark close hauled on starboard tack, L was approaching the same mark on port tack. When both yachts were well within two lengths of the mark, L chose to tack and pass the mark on the leeward (wrong) side; she then proceeded to luff W, which had rounded the mark correctly, preventing her from gybing and assuming her proper course. W responded to the luff and hailed L to gybe; finally after travelling about ten boat lengths, W drew ahead and gybed simultaneously with L when the yachts touched.

Both yachts protested, W under Fundamental Rule C, Fair Sailing, L under Rules 37.1 and 41.1. The protest committee disqualified W for infringing Rule 41.1 and she appealed.

Do you think she had grounds for an appeal and do you think she would win? How would you feel if you were W?

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 149	1964	Wood, good condition, Proct F mast & Proct boom, 2 suites of sails & spinnaker, trolley & road trailer. Rory Barnes, Christchurch Tel 0202 470913	Yes	£400
C 156	1964	Wood, first class condition, metal mast, new cover and brand new trolley & trailer.	Yes	£700
C 167	1965	Wood, Proctor Beta Mast, trolley, lots of fittings, needs painting. Bournemouth 0202 424813.	Yes	£325
C 183	1967	Wood, good condition -Bargain. A McPhie, Okehampton. Tel 08372910 (work).	Yes	£750 ONO.
C 251*	1967	Wood, recently refurbished, trailer, very good cond. Tel 0252 26999	Yes	£550
C 279	1967	Wood, 2 suits sails (Seahorse, Lucas), trolley, cover, re-decked, ex Nat Champ. Exc order, see next:-	Yes	£800
C 288	1968	Wood, Seahorse sails, trolley, cover, repainted. Exc order. F. Bassett, Loughborough Tel 0509 890756.	Yes	£550
C 364*	1970	Wood, Sound, combi trailer. Camberley. Tel 0276 64860 (Eves)	No	£350
C 396*	1972	Wood, reasonable cond, combi-trailer. Tel 0234 720029 or work 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 500*	1977	Wood, 3 year old spars, repainted, varnished very good condition. Worthing Tel 0903 501793.	Yes	£500
C 501*	1977	GRP?, good cond, fully equipped trolley, spinnaker. Northants 0572 87838	No	£775
C 650	1988	GRP Foam hull, sapelle wood decks, Main and jib 2 spinnakers - MacNamara, Combi-trailer. Excellent condition and down to weight. Tel 0732-842982	Yes	£2,700 ONO.

WANTED

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

NEXT NEWSLETTER

More on boat tuning
Rules Quiz
Nationals Update

Publishing date: 1st May 1992

NAME	Boat No	Boat Name	Type Mmbr	Club
K.R. Anderson	56		full	
Mark Appleby	392		full	Crawley Mariners YC
R. Bagley	195	Seafyt	full	Dovey SC
Frank Bassett	620	Sea Hound	full	Blakeney SC
Ken Bartlett	575		full	Starcross YC
Rory Barnes	492		full	Christchurch SC
P. Banfield	31	Mischief 3	full	Havering Sailing Assn.
Peter Bailey			full	
Mr & Mrs M Bethell			full	
Bill Beeson	643	Clappers	full	Starcross YC
Alan Brook	648		full	Starcross YC
Dereck Brant	159	San Michelle	full	RNSA
Stephen Cammell	503	Flycatcher	full	
Maurice Churchill	621	SlapDash	full	South Cerney SC
Ron Cockwell	646	Foiled	full	Highcliffe S.C.
David Cotgrove	506	Knights Mischief	full	Starcross YC
G C Curtis	335		full	
Wendy Dorbon	156		full	Highcliffe SC
P Edmett	154	&176	full	
S Eley	400	Nell	full	Highcliffe S C
R. Evans	509	Mr. Shifter	full	Rutland Water SC
David Farr	38		full	Lee-on-Solent SC
John Foskett	378		full	Highcliffe SC
Peter Fullagar			full	Canberra YC, Australia
Barry Goodwins	410	Opussi	full	South Woodham Ferrers
S J Greenslade	523		full	Starcross YC
Peter Gray			Assoc	Chew Valley Lake SC
Alan Green			full	Starcross YC
Peter Guinan	443	Soopa Doopa	full	Llangorse SC
Mike Hartnell	626		full	Worthing YC
M V Hambling			full	
Dave Hayward	367		full	Avon & Som. Constab SC
Jon Hales	242		full	Denham SC
Roger Healey	317	Morwenna	full	
Julien Hoyles	144	Woodle	full	Hoveringham SC
Tim Hoyle	649	Blue Adder	full	Highcliffe SC
Brian Howe	644	Howabout	full	Highcliffe SC
David Hughes	638	Mercury	full	Highcliffe SC
John Iffla	622	Also Amazing	full	Starcross YC
Alan Izzard	231	Chloe Too	full	Fishers Green SC
P.L. Jones			full	
Peter Jones	645	Just Amazing	full	
T.W.Kingsley-Singer	482	NoSoSlo	full	Newcastle YC(Co. Down)
Laurie Lanham			Assoc	Starcross
Carol Lanham	430	Whisper	full	Starcross
H. Leigh			Assoc	

NAME	Boat No	Boat Name	Type Mmbr	Club
T. Le Good	639		full	Starcross YC
Harry Leigh			Assoc	Starcross
Dr J. Lloyd	420		full	Starcross YC
A & K Longworth		Various	full	
David Lockwood	155	Chris	full	Highcliffe SC
Dr R.W. Lyle				
Colin May			full	Highcliffe SC
Ian Mansfield	642	The Admiral	full	Highcliffe SC
T.R.N. Main	634	Nimbus	full	Severn SC
J.I. McCarroll			full	
Jim & Jan McClean	434	Black Magic	full	Worthing YC
Dr D.H. McFadyen			full	
John McPherson	636	Resolution	full	Highcliffe SC
Andy Norman	95	Aces Wild	full	Worthing YC
C.R. Odling	198	Firebird	full	Highcliffe SC
J.R. Perryman	623	Jupiter	full	Blakeney SC
Ivan Phillips			full	Highcliffe SC
W.J. Prescott			Assoc	
J. Readings			full	
Drs C&J P Roythorn	493	Cquel	full	Starcross Y C
Brian Robinson	96	Pegasus	full	Worthing
J.H. Rowe	627		full	Starcross YC
Mike Robinson	470	Revival	full	Highcliffe SC
Eric Sales	650	E.a.T.Nita	full	Seasalter SC
D.B. Shaw			full	
J. Speirs	223		full	
Sam Stoye	635	Redstart	full	Highcliffe SC
A. M. Summers	624	Sioux	full	Highcliffe SC
Wallace Symmonds	480	Jack	full	Cotswold SC
D. Tarrant	339	Elizabeth Jane	full	South Cerney SC
Paul Taylor	652	Summers Day	full	Highcliffe SC
Adrian Tebbutt	58	Sea Slug	full	Ouse Amateur SC
R.G. & D. Thompson			full	
Barry Thomas	640	Karamel Too	full	Highcliffe SC
F. Turner				
C. Tucker				
G. Uren	369			
J Vailes	161	Voyager	full	Highcliffe S C
Mike Winfield	651	Merganser	full	
Gary Williams	250		full	Highcliffe SC
L.A. Woolner	647		full	Starcross YC
Rob York	477	Earl Grey	full	Highcliffe SC

ANSWERS to QUIZ

- 1a It is for the race committee, being aware of local conditions, (ie committee boat having to act as rescue boat when not starting or finishing races), to prescribe in sailing instructions, when it so considers necessary, a reasonable time limit within which a yacht must start. The IYRR itself does not debar a yacht from making a late start and she should be allowed to do so whenever it is reasonable.
- 2b The finishing line remains effective until the last competitor has finished or until the expiry of any time that may be prescribed in the sailing instructions.
- 2a The yacht could properly be regarded as anchoring in accordance with Rule 53.3.
- 2b Technically the yacht would be made fast by means other than anchoring with reference to Rule 53.2. So with regards to Rule 53.1 'At the Preparatory Signal' she is not afloat or anchored, so infringes this rule.
- 2c She is neither of her mooring nor anchored with reference to Rule 53.1. Effectively still on shore, so again would infringe Rule 53.1.
- 3 The appeal to the RYA was dismissed. The conditions for the application of Rule 42.1(a) were not satisfied, PL and PW were not necessarily about to pass S on the same side and PW was correctly disqualified.
If PL could not have cleared S then the decision would have gone PW's way.
- 4 Rhubarb was still racing until she had cleared the finishing line, which she was permitted to do in either direction. She had therefore, by the use of her paddle, infringed Rule 54 and was correctly disqualified.
- 5 According to the facts found, and in particular the point of collision, L could have been in no doubt that at the time of the incident she had lost the right to luff. There was no justification for upsetting the protest committee's finding that L was sailing above her proper course, thus infringing Rule 38.2(a).
- 6 The RYA Appeals Committee reversed the race committee's decision, A was reinstated. By definition a yacht is luffing until she is head to wind and whilst head to wind she remains on the same tack. She starts tacking from the moment she is beyond head to wind. Therefore A was entitled to luff head to wind, suddenly if she had cleared the starting line, slowly if she had not. Provided that A did not pass beyond the head-to-wind position until after B had tacked, A did not infringe Rule 41.1.
- 7 The protest committee had found as fact that L had established luffing rights over W immediately on completing her tack before reaching the mark, thus L was entitled, under Rule 38.1, either to hold her course or to luff W "as she pleased".
It is well established that Rules 37.1 and 38.1 apply equally to yachts either on the same leg or on different legs of the course. It is therefore immaterial whether or not L passed the mark on the same required side. W was bound by Rule 37.1 to keep clear; she failed to do so when she bore away, caused a collision and then gybed. z infringed Rules 37.1 and 41.1.