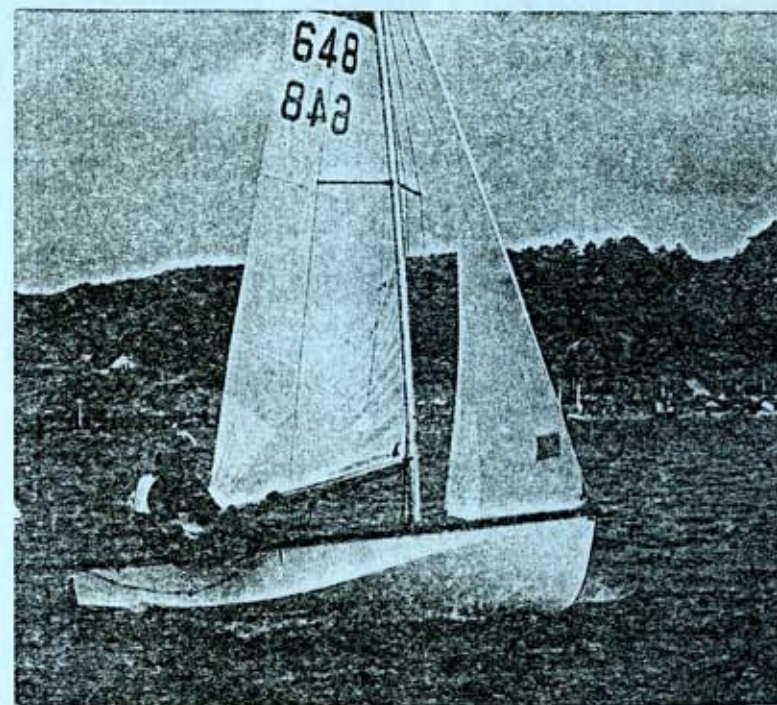


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Seafly in the '90s

NEWSLETTER



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DISCLAIMER

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

Cover Photo: Alan Brook 2nd in the National Championships.

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EDITORIAL

First of all may I thank all of you who have contributed to this 'Mega' version of Newsletter, it was so encouraging to get your letters without any promoting from me. But remember don't leave it till the end of next year before putting pen to paper, let's hear about that summer holiday cruising in the Lakes or that 'never forgotten race' I have one of these which will appear later in the Newsletter.

Well what will this year bring, will it still stay the same as every other year or will we have to change to meet the demands of the recession. Write to the Newsletter with your views on what we should do, as an Association and in your clubs.

This year the RYA are promoting a "Year of Youth Sailing" at Highcliffe. We are organising a number of special events, some are still in the development stage. Two events that are confirmed are:

10 - 11 July Youth Trophy Series
(In conjunction with Mono Hull Open)

4 - 5 Sept Optimist Weekend

The third event that we are still working on is a "Come and Try It" aimed at the Youth, probably in August.

If you think your club may be interested then write to the RYA or telephone Sarah Rule on 0703 629561, or even FAX the RYA on 0703 629924

NEWSLETTER PUBLISHING DATES

	Info In Date	Publishing Date
Mini Copy	1st April 1993	1st May 1993
Mini Copy	20th June 1993	20th July 1993
Mini Copy	1st Oct 1993	1st Nov 1993
Bumper Copy	31st Dec 1992	31st Jan 1994

Mike Robinson

SECRETARY'S REPORT

1. Happy New Year

May I wish a very Happy New Year to all members in 1993. There is a good programme of Open Meetings - no 'clashes' this year - and yet another new venue for the National Championships at Starcross YC. So if you have not attended such events before, why not resolve to do so this year; you are assured of a friendly welcome. Dates for your diary are:-

8-9	May	Blakeney SC Open Meeting	First race Sat at 8:00 Sun at 8:45
29-30	May	Starcross YC Open meeting (shared with Lasers)	First race Sat at xxxx 4 races, 3 to count.
10-11	July	Highcliffe SC Monohull Open Meeting	First race Sat at 14:00 4 races, 3 to count.
17-18	July	Seasalter SC Open Meeting	First race Sat at xxxx 3 races, 2 to count.
22-27	Aug	Starcross YC National Championships	
25-26	Sept	Worthing YC Open Meeting (shared with Miracle Class)	First start Sat at xxxx 4 races, 3 to count.

2. National Championships (22-27 August)

Following last year's successful visit to Rock SC, which proved that estuary championships can be enjoyable even without Olympic courses, **Starcross YC has offered to host us this year and the Committee has gladly accepted the invitation.**

The Exe estuary is not as obstructed by sand banks as the Camel at Rock and on top of the tide there is plenty of water. The tides that week should permit Olympic courses on at least some days. Those who have sailed at Starcross know that the sailing is excellent and the hospitality of the club is first class. In the words of Commodore Andy Woolner "Charlie Sandys promises a social agenda that will not be forgotten" and knowing Charlie he will, I'm sure, produce a good week.

Starcross YC is situated in the grounds of Powderham Castle on the River Exe and is in a beautiful setting. Car and boat parking are no problem.

SECRETARY'S REPORT

It is a lovely part of Devon and there is plenty of accommodation in the area - either write to the Tourist Information Centre at The Lawn, Dawlish, or contact David Cotgrove whose address you will find elsewhere in this Newsletter. Further details in the next Newsletter.

3. National Dinghy Show (Sailboat '93)

I very much regret that the Seafly will probably not be represented at Crystal Palace on March 6 & 7th. As in 1989 we, and five other of the smaller classes, have been squeezed out of the inside halls - because of a "Year of Youth Sailing" presentation - and relegated to an outside pitch. This is not acceptable to either me or the Committee; we would not be able to mount our display boards and it can be very cold in March.

I have protested to Donald Forbes, the RYA organiser, but to no avail. One gets the impression that commercialism rules these days. The smaller classes cannot afford a large promotional budget and rely on the Dinghy Show to project themselves to the public, but they do not draw the crowds like the big boys do. Obviously we have no 'clout' and suffer accordingly. So unless the RYA receive a cancellation and find us a space inside we will not be there and we lose our main public forum for this year.

4. The Cruising Seafly

Adrian Summers of Highcliffe SC has approached the Committee for permission to modify the interior cockpit layout of C122. He proposes to cut away part of the side-tanks forward of the thwart to form a seat, leaving approximately 125mm (5") width of side-deck and providing a seat on top of a cut-down buoyancy tank 200mm (8") wide. This will provide a more comfortable position inboard for the crew, while at the same time reducing the volume of buoyancy and keeping it lower in the boat, which will be advantageous in a capsize and possibly lower the risk of total inversion.

The Committee has agreed these proposals and authorised Adrian to go ahead.

SECRETARY'S REPORT

5. Second-hand Boats

I get a steady stream of enquires about the Seafly and most are seeking a second-hand boat, particularly in GRP. If you have, or know of, a boat for sale please let me know. Without a stock of boats we cannot attract new members; I had two membership applications in the same post recently.

6. New Members

A warm welcome to the following new members:-

Mike Appleby	Crawley Mariners SC	Crews for son Mark in C 500 C 337
Robin Pagett	Coniston SC	C 161 (cruising version)
Jeffrey Smith	Glenridding Sailing Schl	C 645
Stephen Mussell	Highcliffe SC	

7. Annual Subscriptions

PLEASE RENEW your Subscriptions for 1993 if you have not already done so. The Subscription is £10;. Please send your cheque NOW to the Treasurer using the renewal form enclosed with this Newsletter. DO IT NOW BEFORE YOU FORGET!

8. Car Window Stickers

Now available from me at £1 each - buy one for the New Year.

Good Sailing - Alan Green

FORTHCOMING EVENTS

Place	Date		No of Races	Start
Blakeney	8/9	May	3 races	08:00
Starcross	29/30	May	4 races, 3 to count	N/K
Highcliffe	10/11	July	4 races, 3 to count	14:00
Seasalter	17/18	July	3 races, 2 to count	N/K
Nationals Starcross	22-27	Aug	1 practice, 5 races, 4 to count.	N/K
Worthing	25/26	Sept	4 races, 3 to count	N/K

OPEN SPRING SERIES

Highcliffe Sailing Club are also holding an Open Spring Series starting Easter weekend. The Easter weekend will be a Mini Series in the main series which extends over April and May. The fee will be £2.50 per race or £10 for the series of 8 races, the mini series will be £5 for that weekend only. So if you want an early season Open Meeting come along. All classes of boat are welcome. Boats with a handicap of 125 or above will race in the Harbour.

Classes that have shown an interest so far are:

Fireballs, Seaflyes & Lasers

Programme of Races

Date	Day	Start Time	Event	Remarks
April	11	Sun 13:00	Spring Series 1	Mini Series 1
	12	Mon 14:00	Spring Series 2	Mini Series 2 + 3
	18	Sun 10:00	Spring Series 3	
	25	Sun 11:30	Spring Series 4	
May	9	Sun 12:00	Spring Series 5	
	23	Sun 11:00	Spring Series 6	
	30	Sun 16:30	Spring Series 7	Prize giving

OPEN MEETING REPORTS

INLAND CHAMPIONSHIPS at SPINNAKER

Although strong winds and rain were forecast for the day the first two races were sailed in a fairly steady Force 4 and only a slight drizzle. It wasn't until the last race when the threatened strong winds prevailed and one or two came to grief. Thanks go out to Spinnaker Sailing Club for putting on a really good day's sailing both on and off the water. The lunch, all in with the race fee, was laid out on one long communal table, a lovely sight after coming ashore cold and wet.

Ivan Phillips stamped his authority on the championships right from the start. By the first mark he had squeezed into first place ahead of David Hughes and Mike Robinson. Mike Robinson with Christian a novice crew from the Spinnaker S.C. attempted to raise his spinnaker but it took a whole leg to get it set and suddenly he realised the leeward mark was passing by, he didn't try using it again. Mike managed to work his way past David, down wind tactics coming to the fore as an island was nicely placed in the between the two marks. The advantage from one side to the other changed continually as the day progressed.

Ivan won the first race and the second race was very similar, with Ivan taking an early lead and all the place changing a 100 yards behind him.

In the last race Ivan crewed for Colin May as the second, third and fourth places were in contention as only 2 points separated David Hughes, Mike Robinson and Colin May. David had to beat Mike and Colin to be sure of second place, but Mike had to come either first or second and beat David. First place was the only position that would ensure that Colin would gain second place overall. In the event it looked like David was going to run away with it, but David and Christine came to grief after gybing with their spinnaker up, it ended up in the water and they followed it! Paul Taylor and Simon also capsized and retired from the race. By now the conditions were getting very difficult and gusts of wind were coming from all angles. Mike managed to work his way to the front after a late start when he found his jib sheets on the same side of the mast. But Colin was hard on his heels with the extra weight counting to great effect on the beats. Mike retook first place on the last down wind leg and despite nearly capsizing 10 yards from the finishing line held onto that all important first place.

OPEN MEETING REPORTS

INLAND CHAMPIONSHIPS RESULTS

Boat No	Helm	Crew	Race 1	Race 2	Race 3	Final Pnts	Final Pos
650	Ivan Phillips	Keiron Thomas	.75	.75	DNS	1.5	1
470	Mike Robinson	Christian Guy	2	4	.75	2.75	2
636	Colin May	John McPherson	4	3	2	5	3
638	David Hughes	Christine Hughes	3	2	Rtd	5	4
640	Barry Thomas	Gary Langdown	6	5	4	9	5
642	Ian Mansfield	Liz Mansfield	7	6	3	9	6
646	Ron Cockwell	Viv Turnbull	5	8	5	10	7
198	Rob Odling	George Odling	PMS	9	6	15	8
652	Paul Taylor	Simon Mussel	9	7	Rtd	16	9
492	Rory Barnes	Bryony Barnes	8	10	DNS	18	10

Banks Sails & Accessories



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.....Available from stock
for immediate delivery

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OPEN MEETING REPORTS

WORTHING OPEN MEETING

A year has passed, the tides have ebbed and flowed, and as you lean against a beach hut and survey the watery battleground one cannot help but take a deep breath... But, wait a minute, sniff! This isn't Worthing; where's the seaweed? All I can see is sand, sand and more sand.

Yes folks, it actually happened. Not lorry loads of sand at great expense, or bulldozers working night and day. Just the good old Creator of nature, giving Worthing a break for a change.

Saturday morning was clear, with a light north westerly breeze. By the time of the first race the wind had backed to a South Westerly. Rob and Jackie York (477) got a good start with Paul Taylor and Laurie (WYC member) (652), Jim and Jan McLean (434) all hot on their heels. Mike Hartnell & Chris (626) plus yours truly, helped by a previous Seafly sailor, Andy Hayford (96) took to the shallow waters to avoid the current.

This attempt to out flank the Highcliffe Highlanders, by the Worthing Bears, FAILED miserably, and the order stayed the same until the line. I will own up and say that I retired after getting 30ft from that line, the light wind dropped completely... and I promise to practise my roll tacking for next time.

The second race was much more enjoyable, the wind picked up, I vowed to cross the finishing line, Jim McLean vowed to cross the start line, but the finishing order stayed the same as in the first race.

Sundays weather was stormy to say the least, force 6 -7 gusting 8. It was nice to see Ian & Liz Mansfield along with Rob Odling who turned up and supped coffee, wondering if it was worth the trip, as we waited for the race officer's verdict. Our 3rd race was postponed until 1.30pm and the 4th cancelled.

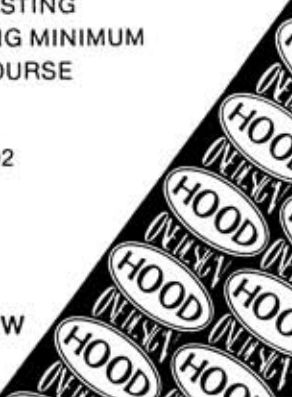

Well the 3rd race was memorable to say the least. To quote the song from Dumbo, "When I see a Seafly Fly". Boats were actually leaving the water, and falling into the troughs with huge thuds, so after a few laps, it was understandable when all the Seaflys retired.

OPEN MEETING REPORTS

Rob and Jackie York took first place, and also picked up an extra trophy... The Worthing "He Who Dares" Cup, donated, I believe, by Del Trotter. Paul Taylor was second and Mike Hartnell third.

Well I would like to thank everyone who turned up, especially the visitors. We were down on last year's numbers, but so soon after the Nationals (which are quite demanding), I fully understand. Needless to say, now that we can organise four races, I hope that more will make the trip in '93.

Boat No	Helm	Club	1st Race	2nd Race	3rd Race	Final Pnts	Final Pos
477	Rob & Jackie York	HSC	1	1	Rtd	1.5	1
652	Paul Taylor	HSC	2	2	Rtd	4	2
626	Mike Hartnell	WYC	3	3	DNS	6	3
96	Brian Robinson	WYC	Rtd	4	Rtd	9	4
434	Jim McLean	WYC	Rtd	Rtd	DNS	10	5



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HOOD SAILS ARE LONG LASTING
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OPEN MEETING REPORTS

Name	Boat No	Blakeney Points	Highcliffe Points	Starcross Points	Seasalter Points	Worthing Points	Inlands Points	Final Points	Final Position
Ivan Phillips	650	6	2	0.75	9	8	0.75	26.5	1
Paul Taylor	652	6	6	7	2	2	9	32	2
Ron Cookwell	646	6	0.75	3	9	8	7	33.75	3
Mike Robinson	470	6	5	10	9	8	2	40	4
Adrian Summers	624	6	3	5	9	8	13	44	5
David Hughes	638	6	15	4	9	8	4	46	6
Ian Mansfield	642	6	4	22	0.75	8	6	46.75	7
Barry Thomas	640	6	9	11	9	8	5	48	8
Mike Hartnell	626	6	15	12	3	3	13	52	9
Alan Brook	648	6	15	2	9	8	13	53	10
Andy Woolner	101	6	15	7	9	8	13	58	11
Ken Bartlett	575	6	15	8	9	8	13	59	12
R Garry	622	6	15	9	9	8	13	60	13
Rob Odling	198	6	8	22	9	8	8	61	14
Rob York	477	6	11	22	9	0.75	13	61.75	15
Brian Howe	636	6	10	22	4	8	13	63	16
Tim Hoyle	649	6	12	15	9	8	13	63	17
Steve Greenslade	523	6	15	13	9	8	13	64	18
David Cotgrove	506	6	15	14	9	8	13	65	21
R LeGood	639	6	15	15	9	8	13	66	22
Mac Hambling	388	0.75	15	22	9	8	13	67.75	23
Carol Latham	430	6	15	17	9	8	13	68	24
R.G. Thomas	597	2	15	22	9	8	13	69	25
Brian Robinson	96	6	15	22	9	4	13	69	26
Roy Perriman	643	3	15	22	9	8	13	70	27
Jim McLean	434	6	15	22	9	5	13	70	29
Mark Appleby	392	6	15	22	6	8	13	70	30
O Taylor	182	6	15	19	9	8	13	70	31
C Rundle	472	6	15	22	9	8	13	73	32

Rules: Entered but did not race = 1 + the entry
Did not attend = 3 + the entry
No Discards allowed

News from the Clubs

BLAKENEY Sailing Club

Four Seaflys turned out to race on several occasions in the latter part of the season. Frank Bassett put in one appearance to beat Roy Perryman in a short windy race, but did not make such a spectacular appearance as son Andrew sailing father's Sea Hound with spinnaker upside down leaving us all to wonder whether there had been a rule change we hadn't caught up with!

Kittiwake with the Thompsons were not able to turn out as frequently as they had hoped but raced as often as possible.

Roy Perryman signed up ex National Champion Brian Blogg as crew and although there was a hint of front seat driving, overall did very well. Extra Time (Mac Hambling and Bill Rooks) seemed to settle for their place in the pecking order - usually behind Roy despite pressure from crew ('must try harder').

Mac Hambling

HIGHCLIFFE SC News

Extracts from the Commodore's report.

The weather has been rather variable this season. Most major events were affected in some way. The Monohull Open in June resulted in the Saturday racing being cancelled. Fortunately we managed to get three races in on the Sunday. In July we hosted the Javelin nationals, all six races were completed and everyone enjoyed the three days of good sailing. The Club Championships was again another casualty to the weather, the first race was sadly abandoned. The last open event of the season (the Catamaran Open) had a damper put on it. The Saturday Long distance race quite successful, on Sunday only one race had taken place when the weather deteriorated and the meeting had to be abandoned.

News from the Clubs

In all the years that the Sea Vixen (the Club House) has been built we have had no trouble, unfortunately we have been burgled THREE times this year, it is not so much the amount they steal but the damage that is done to our Club property. It makes me feel quite ill to think that someone could stoop so low as to try and steal from a club run purely by volunteers. The 'knock on' effect is that now our Club has become a fortress with alarm systems etc. all at great expense that we could have well done without.

Alan Tarrant and Gary Langdown in their Fireball did well to qualify for the Worlds by coming 20th, but thirteenth overall in the World Championships is something else.

Commodore - Len Savage

SPECIAL OFFER

Here is an opportunity that will never be repeated!!!

SEAFLY FLAT BOAT COVERS

Colin May has a LIMITED number of old stock available at a real Knock down price.

Normal Price £98.50

**SPECIAL OFFER PRICE £65 Including postage
(in UK)**

As well as being ideal for conventional use (i.e. with mast stepped, and the main halyard attached to a centre lifting position), these covers are ideal when towing because they do not 'blow up' and obstruct the rear view while driving. When the boat is parked without the mast up, they are better than a 'boom up cover', as the cover does not sag in the middle and allow water to collect, a couple of slats of wood across the middle and the boat stays completely dry.

RING COLIN MAY on 0202 476145 or write to: 105 Purewell, Christchurch, Dorset.

1992 SEAFLY NATIONAL 'Mugs' & 'T' Shirts

There are still a number of T-shirts available from the Nationals at Rock, only medium I am afraid.

One 'Nationals' mug left (same as those given to helms & crews)
Price - £1.50

If you would like either of these contact the Editor or Treasurer

SEAFLY NATIONAL CHAMPIONSHIPS SERIES RESULTS

'92 SEAFLY NATIONALS

Boat N°	Boat Name	Helmsman	Crew	Practice Race	1st Champ Race Place Points	2nd Champ Race Place Points	3rd Champ Race Place Points	4th Champ Race Place Points	5th Champ Race Place Points	Overall Points	Final Position
624		A Summers	N Hack	Rtd	1 0.75	1 0.75	1 0.75	2 2	2 2	17 4.25	1
648		A Brook		Rtd	2 2	2 2	2 2	1 0.75	Rtd	17 6.75	2
650	Cum Frum Br	I Phillips	K Thomas	1	3 3	3 3	4 4	Rtd	19 1	0.75 10.75	3
470	Revival	M Robinson	S Robinson	3	4 4	6 6	3 3	5 5	2 2	14 4	4
477	Racing Snake	R York	J York	Rtd	18 5	5 5	5 5	6 4	4 4	7 7	5
646		R Cockwell	J Cockwell	Rtd	5 5	11 11	7 7	Rtd	19 4	27 6	6
198		R Odling	Birreton	4	9 9	15 15	12 12	3 3	5 5	29 7	7
492	Mantis	R Barnes		2	11 11	8 8	9 9	DNS	26 3	31 8	8
575		K Bartlett	Mrs Bartlett	5	6 6	10 10	Rtd	Rtd	DNS	35 9	9
652	Summer Bre	P Taylor	S Taylor	Rtd	7 7	9 9	8 8	Rtd	19 11	35 10	10
626		M Hartnell		DNS	8 8	13 13	13 13	6 6	9 9	36 11	11
638	Mercury	D Hughes	C Hughes	DNS	DNS	4 4	5 5	Rtd	19 10	38 12	12
649	Blue Adder	T Hoyle	M Hoyle	Rtd	14 14	12 12	15 15	Rtd	19 8	49 13	13
642	The Admiral	I Mansfield	E Mansfield	Rtd	13 13	17 17	10 10	Rtd	19 13	53 14	14
639	Waterloo	P Legood	Tim Legood	Rtd	10 10	19 19	11 11	DNS	26 17	57 15	15
640	Karamel Too	B Thomas	D Thomas	Rtd	DNS	26 18	14 14	Rtd	19 6	57 16	16
441	Pegasus	B Robinson	Di Robinson	DNS	Rtd	18 23	23 17	DNS	26 17	58 17	17
506	Knights Mis	D Cotgrove	George	DNS	12 12	20 20	DNS	DNS	26 12	70 18	18
430		C Latham	L Latham	DNS	15 15	22 22	DNS	Rtd	19 19	82 19	19
644	Howabout	B Howe	V Howe	Rtd	DNS	26 21	21 16	Rtd	19 19	82 20	20
500		Mark Appleby	Mike Appleby	DNS	Rtd	18 14	14 14	DNS	26 26	84 21	21
636		A McPherson	J McPherson	DNS	DNS	26 7	7 7	DNS	26 26	85 22	22
339	Eliz Jane	D Tarrant	E Tarrant	DNS	DNS	26 16	16 16	DNS	26 26	94 23	23
434		J Mclean		DNS	DNS	26 Rtd	24 24	DNS	26 19	95 24	24
420		J Lloyd		Rtd	DNS	26 26	DNS	Rtd	19 19	97 25	25
231	Chloe Too	A Izzard		DNS	DNS	26 26	DNS	DNS	26 26	104 26	26

'93 SEAFLY NATIONALS

DIFFERENT FLEETS

In many classes their Nationals are divided up into different fleets so that the prizes do not go to the same people. In fact one Association does not let you win more than one trophy in a Championship. What I would like to propose for the next Seafly Nationals (any change can not be ratified until the AGM, which could be held as soon as possible at the Nationals, and so come in to effect this year) is to have THREE Fleets, Gold, Silver and Bronze.

Gold Fleet:

Apply to those who have won an open event or have come in the 'Top Ten' of any Seafly Nationals as a helm.

Silver Fleet:

Apply to those who have never won an open event and have only been 11th or lower in any Seafly Nationals as a helm.

Bronze Fleet:

Apply to those not in the categories above who have never competed in the Seafly Nationals before as a helm.

If you have any thoughts on the matter let the Editor or the Secretary know as soon as possible. Then the committee can debate it and come up with a proposal acceptable to all, or if you think we are OK as we are then let us have your views.

Cruising Corner

CHRISTCHURCH BAY CIRCUMNAVIGATION

See Chart opposite for course

Before attempting this under sail, some passage planning is necessary. The tide tables for mid June morning showed 1st high water at 10:43, 2nd high at 14:42 for Christchurch entrance. The Michael Reeve-Fawkes tidal atlas revealed a favourable tide in the Needles Channel until midday. The shipping forecast for the Wight Area was South Westerly Force 3 to 4, visibility good and the weather fair.

On consulting the Admiralty Chart, the total passage was nearly 19 nautical miles. However, the tidal atlas gave a favourable stream of 1.5 knots until approximately 11:30 AM and 1 knot in the Needles Channel until 12:00, so the E.T.D. was set at 10:15 AM. Highcliffe Sailing Club members know that launching into Christchurch Harbour is easy and leaving the Rock buoy to port and giving way to cruisers in "the Run", because they are constrained by their draught in the narrow channel, the open sea is reached by a buoyed channel.

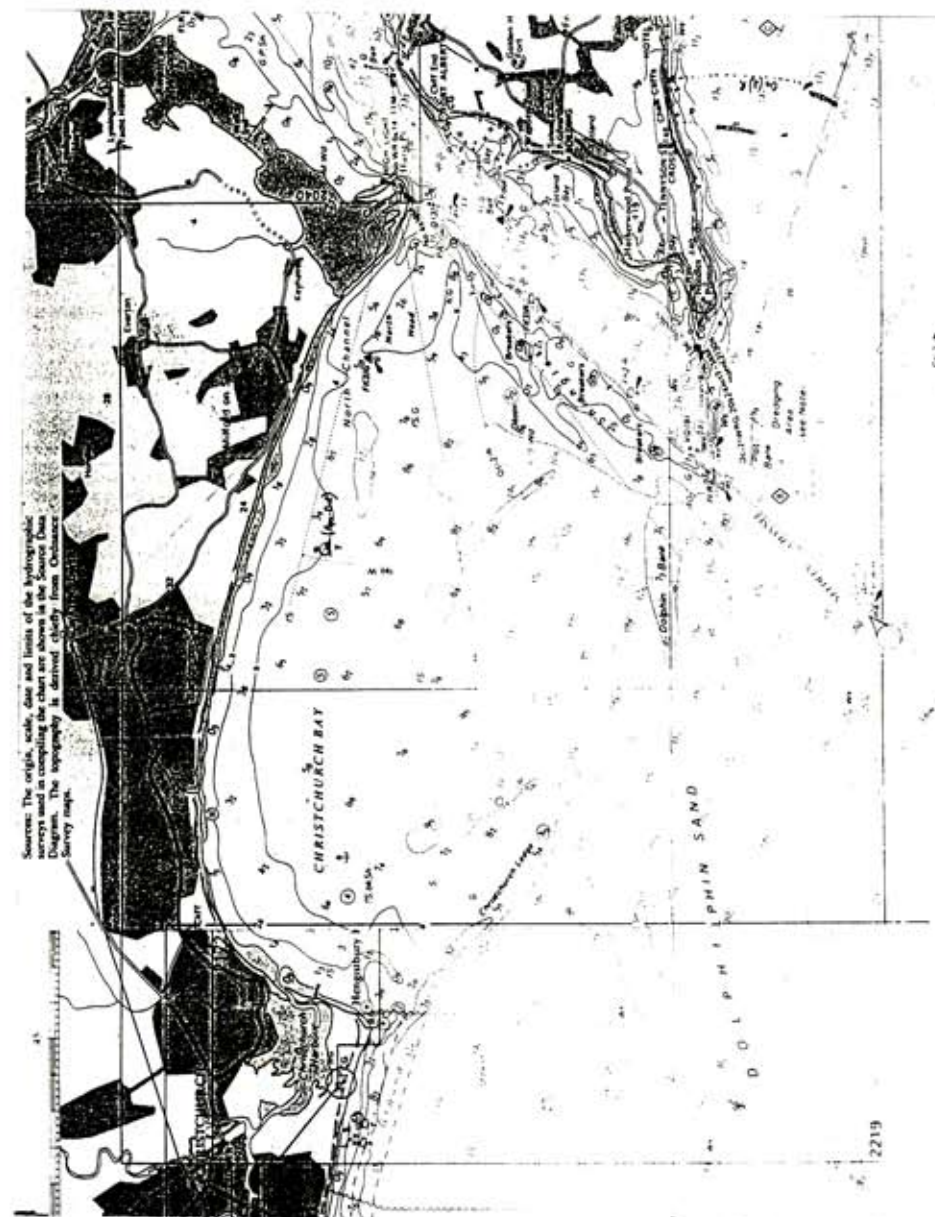
The passage to the visible Needles light on a starboard beam reach was fairly uneventful, although the sea state became more confused as we approached the Shingles Bank. Once in the Needles Channel we crossed to the starboard side, passing Alum and Tatland Bays before leaving the Bell of the Warden Starboard Buoy. Once a clear view through Hurst Narrows was possible, we jibed and again crossed the channel, leaving the East Cardinal to port, as our homeward passage was via the North Channel to the south of Hurst Spit.

You soon come across North head starboard buoy and by this time a favourable westerly tidal stream of 0.5 knot increasing was experienced. Milford-on-Sea, Barton-on-Sea, Highcliffe and Friars Cliff all came into view during the final six miles. The "Christchurch Run" was reached well before the maximum ebb, two hours after 2nd high water springs, and tacking up the Run was no problem, we soon found ourselves in the comparative safety of Christchurch Harbour again.

Sam Stoye - Seafly 635

Cruising Corner

Christchurch Bay



The Seaflly 1993 *National Championships*

A PERFECT DAY

It didn't rain every day at Rock, here we see Ron and Joe Cockwell revelling in the sunshine.

Ron was sixth overall.



ADRIAN and NORMAN

Long distance view of the Champion and the fore-shore at Rock.

Ex CHAMPION

Unfortunately Ivan and Kirnon could not match Adrian's boat speed, they had to settle for third place overall.



NEVER TO OLD

Here Ken Bartlett and his wife show that closeness matters when beating to windward. Note, the tell tales they are perfectly set.

Ken came 9th overall.

Cruising Corner

95 IS NEVER TO OLD

A few issues ago I wrote to you all about my sinking, re-building and general tinkering with old Seaflly number 95. In that letter I promised to let you know how some of my modifications for cruising worked in practice. Honour bound I must now give an update.

Although it has not been a good year for me sailing the Seaflly, I have had the opportunity to do some big boat sailing. This has included a delivery trip of a cutter rigged 40 footer from Bangor in North Wales to Portsmouth, at Easter. Rounding Land's End during my midnight to 03:00 watch was one of life's special moments. The Longships light flashing comfortingly away to starboard and Tater Dhu coming up fine on the port bow as we came off the wind was sheer magic and made the queasiness of a 36 hour beat down the Irish sea in a Force 6 tolerable.

Interspersed with this stressful seafaring there have been a few, and I am somewhat ashamed to say, very few outings in the Seaflly. However, one Saturday in August gave us no commitments and a good forecast so we prepared for a trip to Chichester Harbour.

With no firm plans in mid but a good picnic on board we launched at Itchenor. What a pleasure it is getting going on flat water, such a comparison to the beach at Worthing. I won't bore you with the details of a pleasant sail before a visit to the hostelry at Dell Quay, suffice it to say that we approached the afternoon in good spirits. The wind had strengthened somewhat during our time ashore and presented me with a perfect opportunity to try out my mainsail reefing system, so cunningly devised during the early Spring evenings.

A small bight of 5mm rope, just big enough to slip over the Gooseneck before fitting the Boom, holds 2 hooks (see sketch). The Luff reefing cringle is hooked to the fitting described above and the sail hoisted. I have found that I can get enough Luff tension, for cruising, by hauling and making off.

Next a Leech line that runs from a small eye on the side of the Boom, up through the Leech cringle and back down to a sleeved hole, before passing the inside length of the Boom and appearing at the Gooseneck, is drawn tight and made off to a horn cleat on the under-side of the Boom.

Cruising Corner

The final 'piece-de-resistance' is the method for tidying up the bunt of reefed sail. This defeats my descriptive powers so I leave you to study the picture.

This reduction in motive power is not as detrimental to progress as would seem appropriate. The boat sails more upright, more comfortably and very nearly as quickly as it would with a full sail.

We spent the afternoon afloat watching the International 14 swimming club at play. Some obviously believed that it was compulsory to touch the top of the Mast in the water when gybing the asymmetric spinnaker. Weaving your way back and forth through the lines of moored yachts, huge Princess gin palaces struggling to adhere to the Harbour speed limit, and coping with a strong ebb tide is a challenging and satisfying way of spending a days sailing. A different kind of stress to charging round the buoys.

A couple of final points before rounding off. One, the roller furling Jib now works like a dream. It is so easy to pop it away when the kite is up or you want to lose speed for beaching. Two, I have fixed netting on shock cord across the space between the forward half tank and the under-side of the foredeck. This area has now become a safe, secure and dry place to keep the chicken legs, chilled Chablis and picnic rug.

Jobs for this Winter include better seals on the transom flaps and making the centre-board easier to raise.

If any of you have some old sails that are well passed their prime and you fancy having some reefing points put in, I would recommend Rockall/Arun Sails of Bosham. Their work on my sail combined with friendly advice has been much appreciated.

As they say at the end of 'Loony Tunes', "That's all for now Folks".

Andy Norman. Tel 0903 509725

Cruising Corner

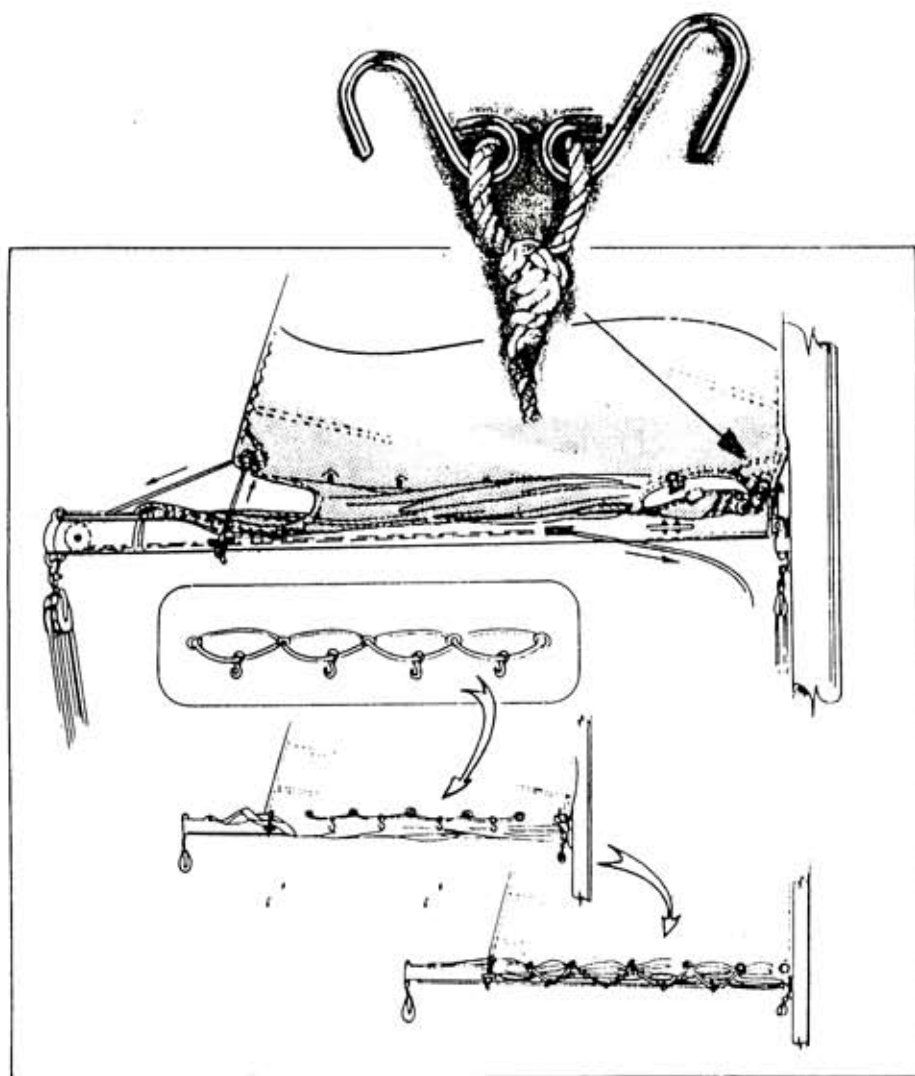


Fig. 5 Slab reefing. Strong hooks on the boom take the reef eyes or cringles in the luff of the sail. Reef pendants at the outer end of the boom are used to haul the leech cringles down - the positioning of these is critical. With the sail snugged down to the boom at its ends a rubber cord hook-and-eye system, or an equivalent, takes care of the loose folds of sail between them.

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Articles

This next Article is by Adrian Summers - 4 times winner of the Seaflly National Championships including the last one in 1992. Even though Adrian had not won many races leading up to the Nationals, he had certainly 'got it all together' for the most important racing in the Seaflly Calendar. It was very noticeable how his boat speed on the first beat got him to the windward mark first. Obviously, other things come into the formula, but he didn't always have a good start and it wasn't until the first beat was over was it noticed that the right hand side was favoured.

I hope we can all learn from what Adrian has to say and encourage us to look at the small details that add up to that all important "Boat speed". I would like to thank Adrian for being so open and disclosing some of his "Secrets". It is only when we share our experiences with others, who are just beginning, that we can have competitive racing. Ideally every boat should be the same speed and only by the correct application of legal boat manoeuvres and tactics will the best helm win.

Ed

RACING TIPS - by Adrian Summers

Having been asked to write an article on tuning a Seaflly, I will try to point out the areas I consider have improved the boat speed of our Seaflly C 624.

Until the Nationals last year we had not reached the windward mark first in any race in 624, whereas at the Nationals this year we achieved it in 4 championship races.

When we first bought 624 and sailed it, the performance to windward was very poor. The amount of rake we could use was being restricted by the height of the hoop as the boom would be sheeted block to block without pulling the boom down.

This was the first alteration, the hoop was chopped by 3" and lowered. The improvement was noticeable once the mast rake was increased.

We followed this with adjustment to the spreaders by bringing them aft to create more induced rake as the mast bent much more easily under little kicker tension.

Articles

Finally the jib sheeting angle was adjusted during several races. By this time we were feeling much more confident with our speed despite still being regularly beaten. These are the simple changes that have improved our windward performance.

Our reaching performance has always been our best asset, and the opportunity to breakaway from the fleet. Reaching sailing has now dramatically changed due to the new stricter rules regarding pumping. A new skill of perfect sail setting, combined with continuous adjustment to centreboard and kicking strap has become vital to maximise speed and balance.

It is essential the boat remains perfectly flat, by easing the centreboard alone you can overcome the turning moment of the boat in a gust without bearing off and easing sails.

The difficulty is that you need to pre-judge a gust and ease the board up before it hits. When it does, if you have adjusted properly everyone else will bear off and ease sails whereas you can maintain a straight line course and accelerate in the gust.

There are many indications of where the gusts hit especially when sailing on inland waters. The centreboard must function easily and be adjusted in one quick and easy action. It is easier for the helm to adjust rather than the crew with a spinnaker to handle, although when the a helm is heavier than the crew this is not always possible.

Helm and crew should sit very close together, rubbing shoulders, more often than not the helm moves back leaving the crew forward. You will find you need to sit in slightly different positions in flat and lumpy seas. Only sit far enough back to promote planing, you will be able to inch forward and still maintain fast planing which should increase your speed by freeing water from under your transom.

Fore Sale - C 624 '92 Championship Winner, suite of sails(not Championship Hood sails),trailer, trolley, cover, still fast and full of potential. £1495 - Tel 0425 620191

Modifications to C122

Adrian Summers has been given permission by the SDCA to modify Seaflly C122 to produce another version of the 'cruising' Seaflly, while still preserving the eligibility of the boat for racing within the Rules. His application was based on modifications carried out on C161 by Colin May, but carried further to achieve his two aims of reducing buoyancy to delay turtling action in a capsize and improve the comfort of the crew.

From Sketch 1 - it will be seen that is going to alter the front half of each side-tank from just aft of the thwart to the carlin.

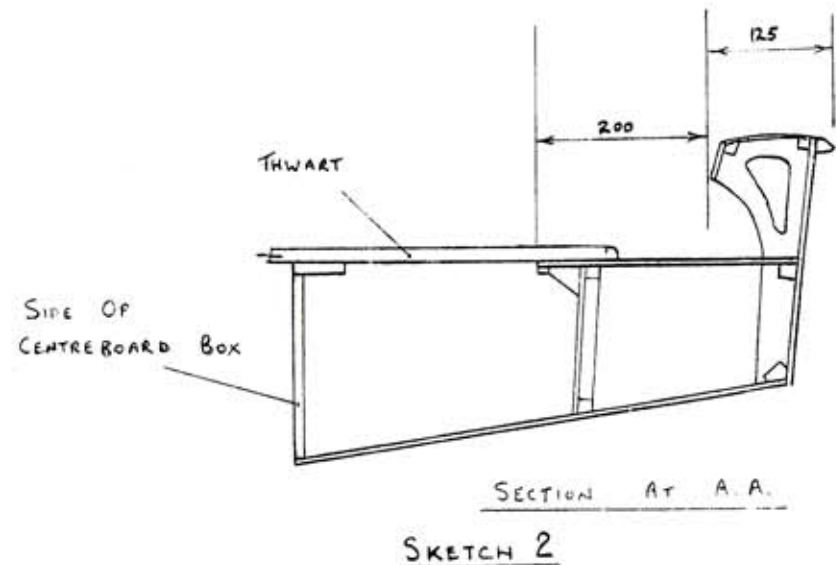
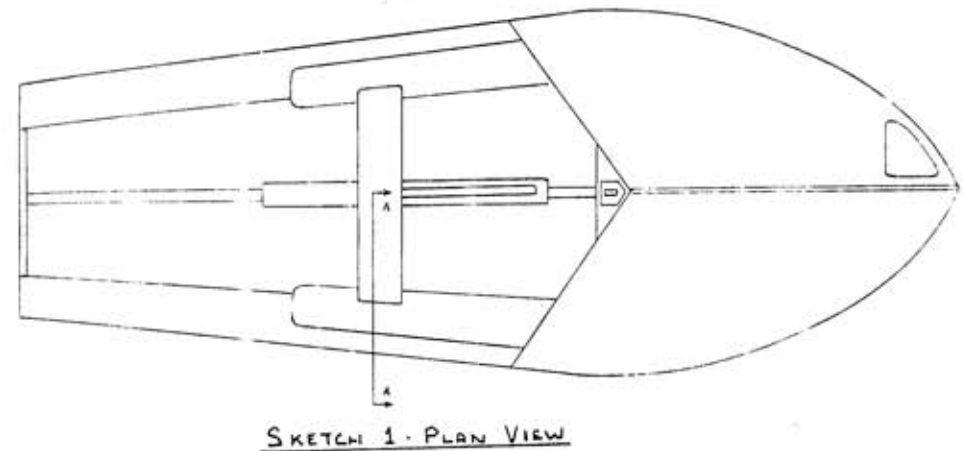
Sketch 2 shows that;

- the side-deck width will be reduced to 125mm (from 240mm),
- the upper part of the buoyancy tank will be done away with,
- the lower part of the tank will be topped-off by a seat 200mm wide projecting slightly over the inside wall of the tank,
- the reduced-width side-deck will be strengthened by one or two supports placed directly over vertical webs concealed in the tanks below, as shown in the sketch. He is confident that an inner carlin made from 10mm thick plywood fixed securely at the ends would almost provide sufficient strength on its own and the supports will be additonal stiffening to prevent flexing.

He also says that the key to the success of the modification is the correct sizing of the side-deck and inner seat width and he intends to compare other dinghies with similar layouts before going ahead. He hopes that his ideas may stimulate new interest in the Class.

We will look forward to seeing another Seaflly resurrected at the hands of Adrian and I am sure it will be at the front of the Fleet.

Modifications to C122 (continued)



Articles

THE LAST RACE OF THE NATIONALS at ROCK

A lot of people have said that the 5th and final race of the NATIONALS was a lottery, but to me this was a copy of a race I sailed in Cyprus some 24 years earlier where perseverance mixed with a hunch paid off. I also thought the race was one of more exciting if not the most interesting of the whole Nationals. The race in Cyprus started with only the slightest breeze, but plenty of sun. I used the up current and subsequent suction of air produced by the sun on a cliff to good effect and won the Albacore Championships.

The course in the Nationals was like a pair of spectacles, with one triangle in the normal sailing area and two triangles near the Doom Bar of the Camel Estuary, about a mile from the first.

We didn't make a very good start and Revival was in about 10th or 12th place after the first triangle. Ivan and Kieron in C650 had taken first place. To improve our position overall in the Nationals we had to beat Ivan and to hold our position we had to come within two places of the Yorks in C477. Things weren't looking too good.

As we approached the second triangle and the cliff to windward of the course, memories came flooding back of that race in Cyprus and I wondered if it could work this time. The wind was dropping off and everybody in front was going round the leeward mark and stopping. 'This is it' I thought, I must get over too that cliff. But I was not the only one with that idea, there were about four boats ahead, within about 20' of the beach. We trailed along behind and one by one they tacked off into the tidal stream for the windier part of the leg. Soon we were the only ones left and with the centre plate occasionally touching we carried on to the cliff. Then, it started to happen - back eddies of wind. We went from one tack to another, all the time going in a straight line parallel to the cliff. Simon shouted "Rocks ahead" and by this time we were to windward of the Mark. I left it until we were only 2' away from the line of rocks that stretched out towards the mark before I turned back into the tide.

We then hit the tidal stream and the stronger wind and just made it round the Windward Mark. It was a good 2 minutes before the next boat, Ivan, reached the mark and followed us quickly down to the Gybe Mark. The question then was "shall we try it again. There were still some boats struggling up near the cliff and others making no headway at all

Articles

sailing up the middle, even though they were in the stronger wind. I half thought of the other bank but that seemed along way from the Windward Mark. I decided to try the cliff again. We were soon amongst the tail enders and one or two were trying to duplicate what we had done. This time we did not get the same favourable wind eddies. I looked to see where Ivan was. Blow me, he was going up the far bank and seemed to be making good ground. There were two other boats with us under the cliff and we were getting a bit of dirty wind. We had to continue. By this time about six boats had gone round the mark; Ivan had tacked for the Mark and we were still under the cliff. A couple of puffs of wind and we would be there. I watched Ivan go round the Mark as we tacked just before the line of rocks. Ivan was a good 300 yards ahead. All we could do now was follow him; the other bank was obviously favourite, and one or two other boats we trying it.

BUT! the fun was not over.

As we approached the Gybe Mark the Chairman seemed to be taking time out and doing a bit of fishing. Yes, he had caught a big one. THE MARK..... Unbeknown to us he had dragged the mark into the shallow water and as we tried to round the Mark and C642 we hit the sand bar with an almighty jolt. The stem dug in and the fixed rudder(with a pin) lifted the back end of the boat. We were both thrown forward and I shouted "OUT" so as to relieve the pressure on the rudder.

To my amazement I could see a 3" gap were the transom should have been joined to the hull. We managed to extract the rudder from the pintles and then release the now bent pin from the rudder stock. The transom flapped back, would it hold for one more round. We swung the boat round replaced the rudder and pushed off, yelling at a rescue boat to move the mark further into deep water.

By keeping the weight well forward in the boat and the bailers down we kept the water at bay. Would the transom stay attached to the boat? It was only held by the top outer edges. By now Ivan was on his favourite bank and we followed, keeping out of trouble so that we did not have to tack. Around the Windward Mark for the last time and the transom was still there. Ivan was finishing now and we followed about 400 yards behind in second place. A memorable race.

Mike Robinson C470

Chat Back

Although this letter was addressed to the Editor I just felt I had to publish this quite moving letter. I am sure he won't mind.

Dear Mike,

I have been a Seaflly sailor for over 20 years but, after being in hospital with heart failure, I feel I have to give up sailing. I would like to advertise my boat for sale in a forthcoming Newsletter.

I would word my advert as follows, but if you feel this is too verbose and could be pruned, please feel free to prune it:-

C 643 1984 Wood, 2 suits sails, Combi trailer and trolley.
Only Summer sailing. Exeter 0392 873926

Yours sincerely

W.S. Beeson

P.T.O.

If there be any charge for this service, please let me know.
Just realised - this isn't the first sheet on the pad, its the ruddy blotting paper - sorry.

Ed's Note

*See what I mean. No Bill there is no charge, especially to you.
Sorry to hear of your heart problems, I am sure all SDCA members would like me to extend the regret of hearing about your illness. I hope your retirement days from sailing our full of good memoires.*

LONG LIVE THE SEAFLY

Dear Tim, (Tim Hoyle the Treasurer)

You can imagine the "sharp intake of breath" when I received the 'Class letter'. As usual you do not appreciate something until there is the threat of loss or an actual loss. Then and only then do you truly realise the full value of what you might lose.

Chat Back

I should be the one that is apologising for not contacting you or Mike Robinson sooner with thanks for such an excellent 'Newsletter'. The Seaflly Newsletter in my opinion should be given even wider coverage in order to promote the Seaflly and Class Association.

Recently I received 'two' copies of the Newsletter which I found very useful. First of all I gave the extra copy to my crew then I handed it around my friends. What struck me by their response was the amount of interest generated. What I then thought would be a good idea would be to get an extra copy each time, circulate as last time and then leave it at the Sailing Club, (they buy monthly mags for members use and they are always available). Members are sometimes looking for new or second-hand dinghies, the Seaflly; For Sale Section may help. As yet I have the only Seaflly at the club, I have found it to be excellent for the heavy weather and sea conditions found off shore at Lee-on-Solent. My Seaflly spends many happy hours sailing to the Isle of Wight and back, usually Wooton, Woodside, Ryde or Cowes. I only use my dinghy for cruising and help out with the No1 cadets on a Saturday morning to get them afloat.

My reputation is for extra safe sailing and have not capsized 'Yet'. Recently I have taken a friend out who has sailed all his long-long life and he actually wants me to take the brand new/never used spinnaker out of its bag and take it for a race! This may well happen soon so wish me luck.

I have spent a lot of time (& money but don't tell the wife) ("She knows you know") and effort getting my dinghy 'just so'. I would be interested to know about cruising seating and also think there is plenty of room forward for stowage, what do you feel would be the result of fitting lockers each side from the side tank to the forward bulkhead to house anchor, dry clothes, food, drinks etc. (suitable for the odd longer sailing trip).

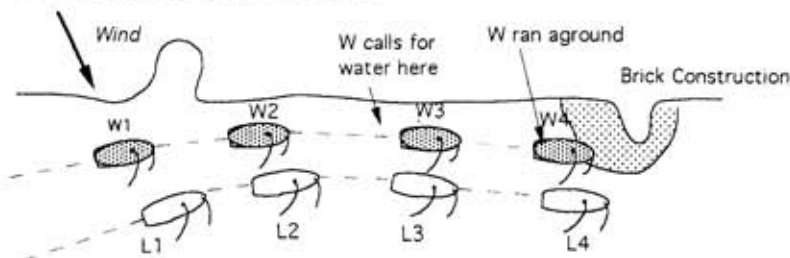
Once again thanks for giving us such an excellent Newsletter and may I say

"LONG LIVE THE SEAFLY AND ALL WHO SAIL IN HER"

David Farr

Rules Quiz

1. Calling for water at an Obstruction

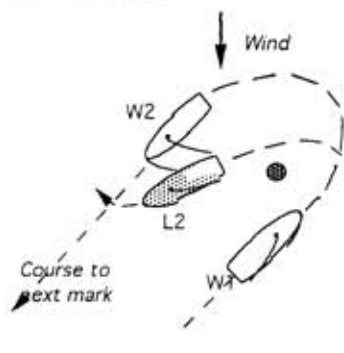


Depth of water varies all along the edge of the lake from 1ft to 20ft.

W established an overlap on L between at position 1, when L was 2 boat lengths from the shore. About 9 boat lengths ahead some shallows extended from the shore from a brickwork structure. W hailed for 'water' but L, although acknowledging the hail, made no attempt to give room and W ran aground. W protested L under rule 42.1(a) and 42.3(b) but the protest committee dismissed the case. Stating that W had tried to force a passage between L and the shore, knowing it to be unsafe to do so.

Was the committee right or wrong?

2. Luffing Rights



Two boats approached the mark on opposite tacks.

W, then on port tack, tacked wide of the mark and bore away on to a broad reach to the next mark; L, on starboard tack, bore away round the mark inside W and within two lengths of her.

A new overlap was established when W completed her tack.

The protest Committee disqualified L under Rule 38.2 for sailing above her proper course. L appealed on the grounds that she held luffing rights under Rule 38.1

Do you think the RYA upheld the appeal?



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Rules Quiz

3. Signals for Shortening Course

On a triangular course, the wind falls light and it becomes necessary to shorten course. A launch is placed between marks one and two, the correct visual and sound signals are made, and the yachts are timed when they cross a line projected from the time-keeper through the mast of the launch. Is this procedure acceptable.

Yes or No.

4. Wearing Life Jackets

Club bylaws state that life jackets must be worn at all times when afloat. This is repeated in the Sailing Instructions.

A helmsman enters a race and goes for a short trial spin without wearing a life jacket; he puts it on just before the preparatory signal. Subsequently, despite maintaining that Sailing Instructions did not become operative until this signal he is disqualified.

Do you think it was right to disqualify him. Yes or No.

5. Oral Sailing Instructions

Before the preparatory signal a Race Officer alters Sailing Instructions orally although no specific procedure for doing so is prescribed in them, as required by Rule 3.4. As a result one yacht sails a different course from the others and the Race officer decides that he has been materially prejudiced. He signals a General Recall and the race is restarted for some yachts while six ignore the recall signal and continue with the original race. Later the race is cancelled.

Question - is the Race Officer correct in deciding to restart the race by means of a General Recall?

Question - are the six yachts justified in refusing to obey a recall signal which they believe to be incorrect?

Answers on the back page.

1992 Members List

NAME	Boat No	BOAT NAME	Type Mem	Club
Keith Anderson	156		full	
Mark Appleby	500		full	Crawley Mariners
Mike Appleby	500		full	Crawley Mariners
Frank Bassett	620	Sea Hound	full	Blakeney SC
Ken Bartlett	575		full	Starcross YC
Rory Barnes	492	Mantis	full	Christchurch SC
Peter Banfield	31	Mischief 3	full	Havering SA
Mike Bethell	47	Swift	full	Dinghy Cruising
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	Pingewood SC
Maurice Churchill	621	Salp Dash	full	South Cerney SC
Ron Cockwell	646	Foiled	full	Highcliffe SC
David Cotgrove	506	Knights Mischief	full	Starcross YC
Graeme Curtis	335	One Good Turn	full	Norfolk Schools SA
Phil Edmett	176			
Stephen Eley	400	Nell	full	Highcliffe SC
Robert Evans	509	Mr Shifter	full	Rutland Water SC
David Farr	387		full	Lee-on-Solent
John Foskett	69	Goldcrest	full	Highcliffe SC
Peter Fullager			full	Canberra YC
Richard Garry			Assoc	Australia
Barry Goodwins	410	Opuss 1	full	Starcross YC
Simon Greenslade	523		full	South Woodhams
Peter Gray			full	Ferrers
Alan Green			full	Starcross YC
Peter Guinan	443	Soopa Doopa	full	Starcross YC
Mike Hartnell	441		full	Llanorse SC
Mac Hambling	388	Extra Time	full	Worthing YC
Julien Hoyles	144	Woodle	full	Blakeney SC
Tim Hoyle	649	Blue Adder	full	Hoveringham SC
Brian Howe	644	Howabout	full	Highcliffe SC
David Hughes	638	Mercury	full	Highcliffe SC
Alan Izzard	231	Chloe Too	full	Fishers Green SC
Philip Jones	419	Dunelm	full	Bowmer SC
Peter Jones			full	Highcliffe SC
T.W. Kingsley Singer	482	NoSoSlo	full	Newcastle YC
Rev Richard A. King	384		full	(Co Down)
Laurie Lanham			Assoc	Dittisham SC
Carol Lanham	430	Whisper	full	Starcross YC
Kay Leigh			Assoc	Starcross YC
				Worthing YC

1992 Members List

NAME	Boat No	BOAT NAME	Type Mem	Club
Tim Le Good			full	Starcross YC
John Lloyd	420		full	Starcross YC
Tony Longworth			full	Glenridding SS
Robert Lyle	51		full	
Colin May			full	Highcliffe SC
Ian Mansfield	642	The Admiral	full	Highcliffe SC
T.R.N. Main	634	Nimbus	full	Severn SC
Ian Mc Carroll	172	RR'd	full	Thornton Steward SC
Alasdair McPherson	636	Resolution	full	Highcliffe SC
Jim & Jan McClean	434	Black Magic	full	Worthing YC
John McPherson	636	Resolution	full	Highcliffe SC
*Steven Mussell	645	Just Amazing	full	Highcliffe SC
Andy Norman	95	Aces Wild	full	Worthing YC
Rob Odling	198	Firebird	full	Highcliffe SC
*Robin Pagett	337		full	Glenridding SS
Roy Perriman	623	Jupiter	full	Blakeney SC
Ivan Phillips	650	Cumfrum brum XI	full	Highcliffe SC
W.J. Prescott			Assoc	
J. Reading	179	Ibis	full	South Cerney SC
Chris Roythorn	493	Cquel	full	Great Moor SC
Judith Roythorn	493	Cquel	full	Great Moor SC
Brian Robinson	96	Pegasus	full	Worthing YC
Mike Robinson	470	Revival	full	Highcliffe SC
Eric Sales			full	Seasalter SC
David Shaw	329	Susan	full	Starcross YC
*Jeffrey Smith	161	Southern Spirit	full	Glenridding SS
John. Speirs	223	Chianti	full	Starcross YC
Sam Stoye	635	Redstart	full	Highcliffe SC
David Stewart	119		full	Worthing YC
Ian Stockdale	378	Puzzle	full	Highcliffe SC
Adrian Summers	624	Sioux	full	Highcliffe SC
David Tarrant	339	Elizabeth Jane	full	South Cerney SC
Paul Taylor	652	Summers Day	full	Highcliffe SC
John Taylor	392		full	Crawley Mariners
R.G. & D Thompson	653	Kittiwake	full	Blakeney SC
Barry Thomas	640	Karamel Too	full	Highcliffe SC
F. Turner	320	Sea Scamp	full	Woodlands Park
Colin Tucker	617	Avocet	full	Starcross YC
John Vailes			full	Christchurch SC
D.A. Whittles			full	Keyhaven SC
Mike Winfield	651	Merganser	full	Beaver SC
Andy Woolner	647		full	Starcross YC
Rob York	477	Racing Snake	full	Highcliffe SC

Total of 86 members

* denotes, joined Oct 92

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, Tel 071 2784311(day), 071 7940378 (eve).	No	£300 ONO
C 101	1963	Wood, Banks sails, McNamara spinnaker fully equipped, Good boat. Andy Woolner, Nr Exeter 0395 33458	Yes	£750
C 167	1965	Wood, Proctor Beta Mast, trolley, lots of fittings, needs painting. Bournemouth 0202 424813.	Yes	£325
C 223	1967	GRP hull, wood decks, sails trolley, reasonable condition, sailed regularly. J Speirs, Exmouth Tel 0395 264562	Yes	£150
C 250	1967	Wood, excellent condition, 1986 McNamara sails Trailing & trolley. Contact Gary Williams on Tel 0582 768226	Yes	£750
C267	1967	GRP hull, wood decks, 2 suits sails, trolley, cover,. Excellent Condition. At Littleton SC Wilson, Epsom. Tel 081 393 5539	No	£500
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

BOAT MART (Continued)

Sail No	Built	Details	Registered	Price
C 317*	1969	GRP hull, wood decks, 3 suits sails, trailer, trolley, needs varnishing. Winchester 0962 865923	Yes	£500
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
C635	1983	Wood built by Bob Hoare, Christchurch Excellent condition, Combi trailer, Proctor Spars Low Mileage, Telephone Sam Stoye 0425 279381	Yes	£2,500 ONO
C643	1984	Wood, Bob Hoare built, 2 suits sails, only Combi trailer, summer sailor, good condition. Bill Beeson, Exeter Tel 0392 873926	Yes	£2,000
C647	1992	Wood, fully epoxied, very light & fast, full suit of new McNamara sails, Super Spar M4 mas, trailer, trolley, cover. Andy Woolner, Nr Exeter Tel 0395 33458	Yes	£3,500

WANTED

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

NEXT NEWSLETTER

News from the Clubs
Letters

Nationals Update
Event Reports

Info in by 1st April 1993

Publishing date: 1st May 1993

Rules Quiz Answers

1. The Protest Committee was incorrect.
W having established an inside overlap on L before the latter was within two lengths of the shallows (a new obstruction) was entitled under Rule 42.1(a) to room to pass it. Not having given such room L is disqualified under Rule 42.1(a).
2. Answer Yes
Luffing rights.
Rule 38.1 Luffing rights.
Appeal upheld. L was reinstated and W disqualified under Rules 37.1 and 38.2(d).
The Protest Committee found that when W completed her tack, a new overlap in accordance with Rule 38.2(b) began. Her helmsman was then abaft the mainmast of L. In these circumstances L had the right to luff under Rule 38.1.
3. Answer No.
Rule 4.1 "S"(c) permits only a finishing line between a mark and the committee boat. When the Race Officer wishes to use a transit line from the committee boat it must be described in the Sailing Instructions.
4. Answer Yes.
The Protest Committee are entitled to disqualify the competitor under Rule 31.2 for infringing the relevant Sailing Instructions.
5. The Race Officer cannot restart the race because he thinks a yacht has been materially prejudiced.
Rule 8.2 may only be invoked when there is either a number of unidentified premature starters or an error in the starting procedure.

A competitor may refuse to obey a signal made or an instruction given by the Race Officer but is liable to disqualification if a subsequent inquiry establishes that the race officer acted correctly.