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1994  
SEAFLY  
DINGHY  
CLASS  
ASSOC.



## *Seafly in the '90s*

NEWSLETTER



# C. M. MARINE

(COLIN E. K. MAY)

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### DISCLAIMER

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

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## EDITORIAL

First, an apology, I might have mislead one or two people in my last Editorial, David and Christine Hughes are definitely NOT leaving the Association; they have, though, left Highcliffe SC. Their duties at Spinnaker SC are making it very difficult to be fully committed to both clubs, so they have decided to give all their attention to Spinnaker (for the time being). They are not selling their Seafly, Mercury, and will sail at Highcliffe at Open Meetings, and they will be at the Nationals.

With that off my chest I can settle down to the Editorial. Great!! I had two letters after the last Newsletter. The way they came in I thought, "We are in for a bumper bundle now", but no, only two. Be thankful I told myself, you usually get only one! and then, sometimes, you can't always print it.

The Seafly Association must start looking forward and start planning for the future. We cannot just sit back and let things happen. We must have AIMS, OBJECTIVES and the ENTHUSIASM to want to grow as an Association. In this ever increasing field of competitiveness amongst Classes, those that stand still will be swept away. We have a good boat, all we have to do is "GO OUT AND SELL IT"!!!!!!

It cannot be left to just a few, we need your ideas, your help, your encouragement and the will to go forward. So what is it going to be ?

I have included a review of classes at the back of the Newsletter, they are all Two-man, non-trapeze boats. You will note that there are only four classes who have one or less new boats built last year. I know the Wineglass class are doing something positive to produce more.

OK, OK !! I hear you say, "The number of new boats doesn't mean a thing". Well I think it does.

If it can be shown that the boat is being sold, both old and new then it will an indication of movement in the class. We need builder(s) who are willing to put money into the class.

Nobody is going to buy a new boat if there is a possibility the class is going to fold in a couple of years, they will lose money.

The future of the class will be discussed at the next Association Meeting at Sailboat '94 on March 6th, so let your committee have your views, and committee members, this is a very important meeting for the class. please try and attend.

The Ed - Mike Robinson

## CHAIRMAN'S CORNER

HAPPY NEW YEAR to you all and I hope you have a good sailing season...

Not a lot from me this time except to say I will be resigning this year as I come to the end of my term of office. A new Chairman will be appointed at the coming AGM, so if you know of anybody who would like a challenging job, or if you, yourself would like to take on the Chairmanship then please let Alan Green or myself, Ian Mansfield know. Or if you would like to have a chat about the duties then give me a ring.

In the mean time try this puzzle!!

### WORDSEARCH

This Wordsearch, contributed by the Hackney Sailing Centre, contains 24 words associated with sailing. Words are horizontal, vertical, diagonal, forwards and backwards. Only nine letters are not used the idea is to take these nine letters and to arrange them to form the name of another part of the boat.

K	I	C	K	I	N	G	S	T	R	A	P	B
M	S	A	I	L	I	N	G	I	U	A	I	U
R	A	P	O	R	T	W	I	N	D	W	R	O
E	I	S	R	U	N	A	N	D	D	E	T	Y
S	L	I	T	I	W	T	L	F	E	L	A	A
C	G	Z	Y	T	T	E	J	U	R	C	C	N
U	Y	E	F	E	E	R	A	N	H	E	K	C
E	B	A	D	I	R	E	C	T	I	O	N	Y
B	E	S	I	U	R	C	B	A	H	B	O	A
O	P	P	I	E	E	M	O	O	R	E	T	I
A	O	M	H	S	T	A	R	B	O	A	R	D
T	R	O	L	L	E	Y	T	R	I	M	S	T

## SECRETARY'S REPORT

### 1. Happy New Year

I wish a very Happy New Year to all members and good sailing in 1994. My year began on the right note by spotting C181 sailing at Kingsbridge on New Year's Day. The boat is based in nearby Bowcombe Creek and is a familiar sight cruising on the Kingsbridge/Salcombe estuary - unfortunately I have never been able to contact the owner.

### 2. Events in '94

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

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

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

### 3. National Championships (21st to 26th August)

This year we return to Seasalter, near Whitstable in Kent, after a gap of four years since the successful championships there in 1990. Although the club no longer has a Seafly fleet it has always been a popular venue. The officers and committee have consistently provided a splendid week and are kindly hosting us again this year, together with the Shearwaters. Facilities include a well-equipped clubhouse and free camping on the club's adjacent land. Launching from the gently-sloping sandy beach is simplicity itself and the sheltered water of the Swale Estuary seldom

## SECRETARY'S REPORT

gets very rough. Road access via the M25, M20 and M2 is very good and easy.

For details of accommodation please contact Kathy Shaw, 564 Maidstone Road, Gillingham, Kent, ME8 0JX; Tel 0634 371801. Entry forms with the next Newsletter.

### 4. National Dinghy Show - Sailboat '94 (5/6 March)

I am pleased to say that we will have a stand at the Dinghy Show at the Crystal Palace National Sports Centre in South London on 5/6th March. We will be in Hall Two again and Mark Appleby has kindly agreed to exhibit his latest Seafly, C654. I shall be there throughout the weekend and would like some help in manning the stand so that I can have a look round myself - please let me know if you can spare an hour or so, particularly on the Saturday.

### 5. Seafly Handbook

The Handbook has been reprinted with all the latest amendments to the Rules of Measurement & Construction, Racing etc. If any member would like a copy please send me a cheque for £1.30, Payable to the Seafly Dinghy Class Association, to cover printing and postage. Also available: car window stickers at £1 each. Why not treat yourself.

### 6. New Members

I am very pleased to extend a warm welcome to:

**Robin Herford**, who sails C173 and lives near Scarborough, North Yorkshire.

**Barry Graham**, who has acquired C277 from Kate & Tony Longworth at Ullswater, he lives near Wrexham, Clwyd.

### 7. Second-Hand Boats

You will see from the list published at the end of the Newsletter that we have not many second-hand boats to offer prospective new owners when they phone me about joining the Seafly Class. I appeal to all members especially Fleet Captains to let me know of any boats for sale and how about scouring the dinghy park for those Seafly's that have not been touched for years, try and contact the owner, and ask him or her if they are willing to sell, instead of letting the boat rot away.

## SECRETARY'S REPORT

### 8. Annual Subscriptions

Subscriptions were due for renewal on the 1st January. The fee remains at £10 for 1994, at the lower end of the range for most classes. Please send your cheque to the Treasurer NOW BEFORE YOU FORGET using the renewal form enclosed with this Newsletter.

Good Sailing - see you at the Dinghy Show.

Alan Green

### NEW SEAFLY COSTS

<b>Bare Hull - GRP Foam Sandwich</b> (No wood, same price for last 3 years)	<b>£795</b>
<b>Finished Hull &amp; Deck</b> (One coat of varnish)	<b>£3025</b>
<b>6 coats of varnish or paint</b>	<b>£395</b>
<b>Complete boat with fittings and Spars</b> (excluding sails)	<b>£4650</b>
<b>Full set of sails - Bruce Banks</b>	<b>£850</b>
<b>Combination Trailers from</b>	<b>£350 to £450</b>

Colin May will produce any combination of the above.  
Ring him to discuss your requirements.  
Tel: 0202 476145

## FORTHCOMING EVENTS

Place	Date		No of Races	Start
Starcross Steamer - Open Pursuit Race	Sunday	Feb	For dinghies with a Portsmouth Handicap Entrance fee £5	Cadet Start 12:00
Highcliffe	14/15	May	4 races, 3 to count	14:00
Blakeney	18/19	June	3 races, 3 to count	13:30
Starcross	16/17	July	3 races, 2 to count	N/K
Nationals Seasalter	21-26	Aug	1 practice, 5 races, 4 to count.	N/K
Worthing	10/11	Sept	4 races, 3 to count	N/K
Chew Valley Lake SC	Sun	Oct	Visitors Day, Handicap & Pursuit Race	11:00
Inland Champs Spinnaker		Nov	3 races, 2 to count	11:00
Charity Pursuit		Nov	Charity Pursuit Race	12:00

### **Banks Sails & Accessories**



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## OPEN MEETING REPORTS

### Lymington Charity Pursuit Race - Nov 21st 1993

- As has become the custom it was arranged that the Inland Championships at Spinnaker Lake should take place on the day preceding the Lymington Charity Pursuit Race. The intention is to provide 2 days of sailing in the same area, making it more worth while for the travellers. In the event three local Seaflyes entered the race.

This year the entrants were divided into two fleets according to their use of trapeze. The Seafly was therefore one of the last starters in what was in effect the slow handicap class, this included 23 dinghies ranging from Cadets to Merlin Rockets & Kestrels. The race started in the Solent at the mouth of the Lymington River, and followed a long sausage beating down tide and running along the shore against the tide. The three Seaflyes at the start were Paul Taylor in 652, Mike Robinson and Samantha Briggs in 470 and David and Christine Hughes in 638. All three arrived at the windward mark in a bunch having just caught up with the tail of the Wayfarers. At this stage Mike Robinson was seen falling behind in disarray; having broken his tiller - they're not for sitting on are they, Mike? He completed the race under jury rig but didn't remain a serious contender.

Paul Taylor and David Hughes exhibited the superiority of the Seafly over the Wayfarer on the downwind legs, rapidly pulling away in the marginal planing conditions.

Paul allowed David to get ahead when he forgot to go through the finishing line; we do like to watch the opposition going the wrong way; however 652 was there at the finish breathing down 638's neck and catching up steadily. The Seaflyes had just got in amongst the Cadets when the final gun went; leaving a Cadet 1st, David Hughes 2nd and Paul Taylor 3rd.

This is always a fun race - and the prizes are well worth competing for.

David Hughes 638 - Mercury

## OPEN MEETING RESULTS

### Seaflies at Worthing

first Published in Yachts and Yachting

Worthing Yacht Club held a Seafly and Miracle Open Meeting over the weekend of 25th - 26th September, the moderate northerly breeze produced a shifty wind pattern, which led to some very tight and exciting racing. In the first three races the lead position changed many times.

In the end it was Colin May 636 (Resolution) crewed by Ron Cockwell on the Saturday and Louise Mansfield on the Sunday who came out on top. The first two races saw Colin equal with Mike and Simon Robinson in 470 (Revival) both with a 1st and a 3rd.

In the first race on Sunday Colin May made a poor start and it was Rory Barnes in 492 and Ian Mansfield in 642 who were the early leaders, but Ian elected not to fly his spinnaker on the very tight second reach and dropped back to 4th, this allowed Colin May to make up a few places and at the end of the second beat, only about 50 yards separated the first five Seaflies, Rory still held on to a precarious lead with Colin 2nd and Ian then Mike Robinson in 4th.

It wasn't long before Colin overtook Rory and Mike came through into 2nd place by the end of the race.

In the last race Colin was leading the overall results, but Mike could still win if he came first or beat Colin by two places. In the event Colin May established a good lead on the first beat and never looked back, winning by 200 yards, Mike could only manage 4th place and second overall.

#### Overall Results

1st	636 - Colin May & Louise Mansfield, Highcliffe SC
2nd	470 - Mike & Simon Robinson, Highcliffe SC
3rd	492 - Rory Barnes & Rushworth, Christchurch SC
4th	652 - Paul Taylor & Tim Hoyle, Highcliffe SC
5th	Mike Hartnell & ?, Worthing YC

## OPEN MEETING RESULTS

### Seafly Inland Championship Report

A cold frosty but sunny morning met the 10 Seaflys competing for the Inland Championships at Spinnaker Sailing Club, Blashford Lake near Ringwood.

The start was delayed until a steady force 3 built up from the SE, which stayed consistent for the whole racing. The Race Officer laid some excellent courses in the restricted waters and utilised all four corners with good effect to produce some interesting and exciting racing.

The six and three minute signals caught half the fleet napping in the first of the three races, but five boats got off to a good start on the well laid line. Mike Robinson crewed by Samantha Briggs (Schools Topper Junior Champion) in 'Revival' led at the first mark, but forgot about going outside the gate on the run and this let Colin May and Adrian Dwyer in 'Resolution' through into the lead. But Colin then decided to sail his course and not the Race Officers and when he noticed Mike sailing the correct way round they next mark, tried to persuade him he was wrong. He managed to persuade the boat behind Mike but not the rest of the Fleet. He decided to retire on the next leg. With the lead changing many times it was Ian Mansfield and Alan Tarrant who eventually established a comfortable lead on lap 4. with Rory Barnes and Andy Rushworth, 2nd and Rob York and Adrian Summers 3rd. By the end of the race, Mike regained 2nd place after having to complete a 720 penalty and dropping to 5th.

The second race was slightly different course, so the Race Officer held a second briefing to make sure all competitors knew HIS course. Again positions at the front changed frequently with David and Christine Hughes in 'Mercury' along with Rory Barnes and Andy Rushworth showing their transoms to the rest of the fleet. Ian Mansfield came to grief trying to luff-up to round a mark and hit the Seafly in front, Mike also had another 720 penalty to do when he was unable to get out of the way of two starboard tack boats when running. Rory Barnes and his crew showed how roll tacking should be done, establishing a comfortable lead in the process. David Hughes in 2nd place held on until the last lap when he was overtaken by Mike Robinson for another second place, Colin May who was in the lead for a short time had to be satisfied with 4th place.

The Championship was still in the balance with Rory, Ian or Mike requiring a win to take the Championship. It was Mike who showed first

## OPEN MEETING RESULTS

but Ian, Rory and Rob York who were snapping at his heels took advantage of Mike slipping into a wind hole and Ian jumped into the lead. But Mike fought back and harassed Ian on the beat and broke through just before the windward mark. He then gradually increased the lead until a 200 yard gap separated him from Ian Mansfield. Rob York in Racing Snake was 3rd and Rory Barnes 4th.

So Mike Robinson and Samantha Briggs are the new Seafly Inland Champions.

### OVERALL RESULTS

1	470	'Revival' Mike Robinson & Samantha Briggs
2	642	'The Admiral' Ian Mansfield & Alan Tarrant
3	492	'Mantis' Rory Barnes & Andy Rushworth
4	477	'Racing Snake' Rob York & Adrian Summers
5	638	'Mercury' David & Christine Hughes

### Highcliffe Sailing Club Results

Unfortunately it seems that the Highcliffe Seafly Open Meeting results have been lost. I blame the Sailing Secretary for not having better control. It seems that the first two races were recorded on computer and Sundays results were recorded by hand. If anybody has got the one-and-only copy of the results, could you please send me a copy. I told the Sailing Secretary off!! and he has since resigned. So it shouldn't happen again.

In the mean time the Highcliffe SC Open Meeting results are guesstimate. (PS - Your editor was the Sailing Secretary)

1st	648	Alan Brook	Starcross YC
2nd	636	Colin May	Highcliffe SC
3rd	644?	Rob Odling	Highcliffe SC
4th	492	Rory Barnes	Christchurch SC
5th	652	Paul Taylor	Highcliffe SC
?	650	Ivan Phillips	Highcliffe SC
?	642	Ian Mansfield	Highcliffe SC
?	470	Mike Robinson	Highcliffe SC
?	638	David Hughes	Highcliffe SC
?	640	Barry Thomas	Highcliffe SC
?	646	Ron Cockwell	Highcliffe SC
?	198?	Brian Howe	Highcliffe SC
?	626	M Hartnell	Worthing YC

## OPEN MEETING RESULTS

### Dolphin Trophy Results

Due to the non-availability of the all the results from Highcliffe, the positions cannot all be finalised. The first three, however are confirmed. Well done to Paul Taylor for winning the Trophy from Rory Barnes only 1 point behind and Alan Brook in 3rd place. It just shows that you do not have to win an Open Meeting to win the Travellers, just good consistent racing is the key.

### DOLPHIN TROPHY RESULTS 1993

Name	Boat No	Blekeney Points	Highcliffe Points	Starcross Points	Seasalter Points	Worthing Points	Inlands Points	Final Points	Final Position
Paul Taylor	652	2	5	6	2	4	7	26	1
Rory Barnes	492	4	4	7	6	3	3	27	2
Alan Brook	648	4	0.75	0.75	6	8	11	30.5	3
Mike Robinson	470	4	8	12	6	2	0.75	32.75	4
C May	636	4	2	12	6	0.75	9	33.75	5
Ian Mansfield	642	4	8	12	6	8	2	40	6
Rob York	477	4	8	12	6	8	4	42	7
David Hughes	638	4	8	12	6	8	5	43	8
Mike Hartnell	626	4	8	12	3	5	11	43	9
Brian Howe	636	4	8	12	0.75	8	11	43.75	10
Ron Cockwell	646	4	8	12	6	8	6	44	11
Rob Odling	198	4	3	12	6	8	11	44	12
R Gary	622	4	15	2	6	8	11	46	13
Barry Thomas	640	4	8	12	6	8	8	46	14
Ken Bartlett	575	4	15	3	6	8	11	47	15
Tim Hoyle	149	4	15	5	4	8	11	47	16
Steve Greenslade	523	4	15	4	6	8	11	48	17
Adrian Summers	624	4	8	12	6	8	11	49	18
Ivan Phillips	650	4	8	12	6	8	11	49	19
C Tucker	617	4	15	8	6	8	11	52	20
Mac Hambling	388	1	15	12	6	8	11	53	21
Carol Lanham	430	4	15	9	6	8	11	53	22
Brian Robinson	434	4	15	12	6	6	11	54	23
R LeGood	639	4	15	10	6	8	11	54	24
Mark Appleby	392	4	15	12	5	8	10	54	25
Roy Perriman	643	3	15	12	6	8	11	55	26
Dave Stewart	119	4	15	12	6	7	11	55	27
N Norman	639	4	15	11	6	8	11	55	28
R.G. Thomas	597	4	15	12	6	8	11	56	29
Andy Woolner	101	4	15	12	6	8	11	56	30

8 = Average points awarded

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



## Technical Bits

### Twin Spinnaker Pole System

After being deserted by my Son as the regular crew on REVIVAL, I advertised for a crew, the advert read: Crew Wanted, 8 to 10 stone regular club racing and Nationals. Nothing happened for a couple of weeks and then Samantha Briggs came along and offered her services. She didn't understand what "Stones" were and after converting Kg into stones found she was 8 stone. Sam is only 14 years old and just over 5 feet tall, "no problem" I said. After all she was the Schools Champion in the Topper.

In fact we did have a problem, even by standing on tip-toe she found it very difficult to put the spinnaker pole in the mast fitting. I thought of taking a box for her to stand on, but that is a lot of dead weight. In the end I thought of a twin pole system which I hoisted from the back of the boat. I was still trying to get the Twin Pole System to work properly when we went to Starcross for the Nationals, (not the best time to introduce a new system) I had the inevitable problems of fittings pulling out, downhauls getting stuck in the mast and the halyard getting wrapped round my ankle or another fitting. On one occasion we could only hoist the spinnaker on one side of the boat.

At first I had a bungee system to pull the pole back along the side of the boom, this turned out to be very dangerous and on more than one occasion the pole did not come back straight away and then came flying back when we weren't expecting it. It was David Tarrant who said he had used a method whereby the pole slid down a piece of rope. This I tried and we now have a safe system, no hard hats required!!

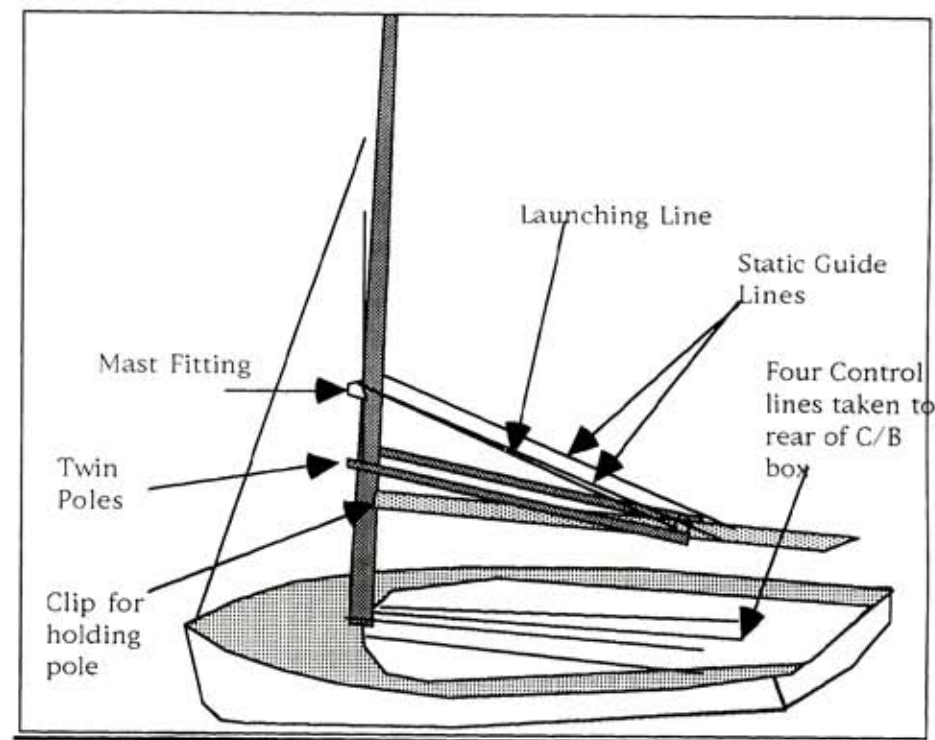
The system is working really well now, as proved in the Inland Championships, which we won. Altogether we had 36 spinnaker hoists and only one little mishap when we were a bit late in dropping it. The Twin Pole System does mean that poles can be stowed and spinnaker dropped while rounding marks. The crew only needs to lean in a little while sitting on the side of the boat and likewise the helm. It needs a little practice but it does work.

Altogether the system cost about £150, the major costs being the mast fitting and the two poles. The mast fitting I designed my self and got it built locally in stainless steel, the advantage of this over other designs is the pole does not go on the wrong side of the mast when you release it for lowering.

If anybody would like details of the parts and drawings then contact the Editor: address at the front of the Newsletter.

## Technical Bits

### Twin Spinnaker Pole System



**SUPER  
SPARS**

**Worlds No.1**  
**Performance Dinghy**  
**Mast Manufacturer**

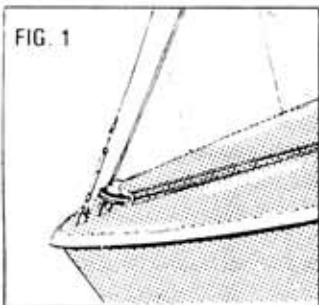
## Technical Bits

### Jib Furling

On a recent visit to the London Boat Show I saw a TASAR with jib furling gear, I said to the chap there (who turned out to be the National Champion), "Why fit jib furling on a dinghy with no spinnaker and only a medium size jib" he said that one reason was comfort and the other reason to save the jib from flogging and destroying the coating. Have you looked at your jib recently, mine is very creased and where it has creased the coating has gone. I have enquired if this coating can be replaced, but, most sail makers either don't want too, preferring to sell you a new sail, or it cannot be done.

On the Seafly there is a third reason why jib furling would be good and that is when using the spinnaker on a broad reach or run the jib is in the way. It is usually jammed in a position that helps to destroy the smooth flow of air between the Main and Spinnaker. I think most people think that it wont make much difference on a Seafly, a Flying Dutchman yes. Well we shall see, I will be trying a jib furling system this year, if it is still there at the Nationals then you will know I like it. The parts, shown below are from RWO. The cost of the items cost £34.

PART	DESCRIPTION	LENGTH		DIA.		BREAK LOAD	WEIGHT	NOTES
		MM	IN	MM	IN			
R2070	FORESTAY GUIDE	-	-	65	2 5/16	-	15	ALL FORKS AND SPINDLES
R2080	TOP SWIVEL	45	1 3/4	25	1	900	45	TAKE 5MM PINS (1/4IN) & 6MM (1/2IN) FOR SAIL ATTACHMENT
R2081	TOP SWIVEL WITH FORESTAY GUIDE	45	1 3/4	25	1	900	55	
R2090	DRUM WITH FORK	58	2 5/16	50	2	900	114	USE M4 LINE ENDLESS
R2200	DRUM WITH FORK	58	2 5/16	60	2 3/8	900	95	USE M2 LINE SINGLE



## '94 SEAFLY NATIONALS

### SEAFLY NATIONAL CHAMPIONSHIPS

The next Seafly National Championships are going to be held at Seasalter Sailing Club and I would say it is one of the best places the Association visits, if not the BEST. Let's try and make this one a record year for attendance and prove to everyone that the Seafly is far from dead. We need to top 50 to break the record set up in 1975. So how about it!!

How about you Blakeney people venturing out of Norfolk. Looking at the records, three Champions have come from Blakeney in the past and the last Champion from Blakeney was only 9 years ago. A certain E Arthur. It is the nearest we get to your East Coast sailing area and we would love to meet you all. Maybe we could show you how to beat those Wayfarers!!!!

Even though we didn't pass the motion to have bronze, silver and gold fleets, extra prizes will be given to the Juniors and new people taking part. Why not make this your first Nationals and you might even win something.

Starcross, I know you don't like travelling, but how about hitching up the boat, digging that camping gear out of the loft and travel to the 'Garden of England'. Apart from the sailing there is lots to do and Canterbury is definitely worth a visit. How about trying to beat Highcliffe SC in the number of competitors at Seasalter, you have more boats in your club.

It was really good to see two junior teams participating in last years Nationals, they where of course Rosa LeGood crewed by Chris Balding who managed a 6th place in 2nd Series Race and finished a very creditable 12 overall. I think Rosa will be trying even harder next year, so beware Mr Summers and Mr Brook. The other Juniors came all the way from Crawley Mariners and they were Joost and Ian Taylor. Joost was only 14 so a year will make all the difference, even though it was their first season in a Seafly and they put it all together (with a little help from Dad). If anybody could lend them a better suite of sails (I think they were as old as the boat), they will easily do better than their 25 place, even so lads, well done.

How about each club sponsoring a team of Youngsters, by that I mean actively helping with a good boat, sails, foils etc. Give them advice on boat speed, tuning and tactics. How about it Fleet Captains, want a challenge!

## Articles

### RYA Advice to Editors - Libel Issue

1. Any club or class association publishing a newsletter or magazine, particularly if it is lively and controversial, will inevitably have cause from time to time to make a judgement as to whether to print, amend or withdraw a personal or professional comment likely to effect the reputation of some individual, firm or company.

Libel is defined in this context as the publication of defamatory matter in writing.

Defamation is the making of a statement that reflects on the personal character, reputation, office or vocation of the victim. So far as personal character is concerned the test of defamation is whether the statement is likely to lower the plaintiff in the estimation of right-thinking members of society generally, or would cause him to be shunned or avoided.

### **2. Justification**

Clearly a plea of justification should not be entered until the defendant has clear evidence to support the claim. If a club magazine intends to discredit, for example, a local yacht broker or boatyard it would be as well to have details of at least two or three hard cases, complete with witnesses who will be prepared to appear for the defence, before venturing into print. So often a complaint by one individual member may be found on close examination to lack substance and a defamatory article based on such a complaint may land the editor and the club in trouble.

### **3. Fair Comment**

Fair comment and criticism on matters of public interest are protected, even though the character of an individual may suffer. To fall within the defence of fair comment the statements complained of must be published honestly as criticism and as the real opinion of the speaker or writer and not from some malicious motive. In fact, in both "fair comment" and "qualified privilege" cases, the motive of the person publishing the remark is all-important. However, in cases of criticism of artistic or literary works (and that includes sailing books) it is open to the critic to be as withering as he pleases, so long as he is not activated by an improper motive.

"Qualified privilege" means that the Association Newsletter can comment, for example, on the Treasurer embezzling money, where as a

## Articles

### RYA Advice to Editors - Libel Issue (Continued)

local newspaper article on the incompetence of the Treasurer would not be protected.

### **4. Unintentional Defamation**

In the case of words published innocently, in that the publisher did not intend to libel the victim or that the words were not obviously libellous but had a hidden meaning of which the publisher was ignorant, he may avoid a libellous action by publishing a correction and apology and pay any expenses.

A statement will only be libellous if it is untrue but even if the statement may be true, it will be brave editor who prints seriously critical material in his magazine.

### **5. Copyright**

The editor of a club or class magazine will often wish to reprint reports or articles of interest published in the commercial yachting press. As a rule it should always be assumed that a magazine's proprietors enjoy the copyright of any magazine article or report. Accordingly an unauthorised publication or copying of such an article is likely to constitute a breach of copyright. By the same token most magazines will be only too pleased to give their consent to the reprinting of an article provided that the reprint is courteously attributed to the magazine in question.

### **Ed's Comments**

*I have only had one occasion when a letter was thought to be unhelpful to the well-being of the Association (couldn't say it was libellous, but it was near the mark), I talked it over with the Treasurer and decided not publish it. The donor was a bit upset as he thought he had a justified grievance, but he would not be the one who would end up in court.*

*We have to be very careful where we get our information from. For instance the Rules Quiz info comes from the RYA Appeals Cases 1962-1991 and permission has been granted to reproduce drawings etc.*

*If anyone does copy an article out of a yachting magazine or other newsletter, then please let me know the source of the information, so that permission can be sought.*

## RYA Update

The RYA Annual Class Association Forum 1993

This rather imposing title refers to an all day meeting that your Treasurer attended, on behalf of the Seaflys, in early December. The meeting was comprised of up to two representatives from a large number of classes (mainly racing dinghies) at which we had the opportunity to exchange views with one another and to question several representatives of the RYA committees.

There are about 150 RYA affiliated classes divided into 11 sub-groups; each sub-group is made up of roughly similar types of boat and has a representative who forms the Class Associations Committee (CAC) who meet throughout the year. The chairman of the CAC is Peter Sandbach who also chaired the Forum for the day. The sub-groups include, for example, Optimist, Cadet and Topper classes at one end up to J24 and Sigma 38 classes at the other, as well as various sailing and cruising associations. Of the 40 or so people at the Forum most seemed to be dinghy racers.

The Forum was attended by Peter Cotgrove, (RYA Chairman), Robin Duchesne, (RYA Secretary General) and we had short presentations from Ken Ellis (youth sailing), Robin Sjöberg (EC legislation) and Donald Forbes (Sailboat '94). There were separate discussion groups where views on various aspects of class management were exchanged and updates on the new sail measurement rules were given.

It would seem that we will be little affected by the forthcoming EC Directive which requires all new boats to be licensed for use on specific types of water. This licence (in the form of a plate fixed to your boat) will be policed by customs so if we don't take our boat abroad we are unlikely to get caught if we don't have one. Although it does not apply to boats used exclusively for racing, we were warned that the definition of racing could be rather strict and might apply to more of us than we would expect. The RYA is also making representations to the EC over the issue of VAT - we will all have to be able to prove that VAT has been paid on our new boats, irrespective of who built it. Needless to say the rules seem to be being written to benefit the French and Italians and the UK seems to be rather unresisting.

From discussions over lunch with members of similar classes I learnt that the Kestrels had a similar history to ourselves in respect of few boats being built but had now amicably sorted this out and found a new builder who was prepared to mould new boats. I believe that some advice had been sought and given by the RYA in clearing up doubt over

## RYA Update

The RYA Annual Class Association Forum 1993 (Continued)

the existence of the copyright; even if the copyright document itself is not on show there should be proof of its existence in the form of 'transfer of ownership' from a previous owner.

Sailboat '94 is to have a 'Towards 2000' theme and, for the first time, will have a centre stand of 10 boats representing the old and the new. However, from what was said, there seemed to be rather more of the new (and therefore plastic) boats with only a Merlin Rocket representing the older classes. It was claimed by Donald Forbes that this Sailboat would do a lot to help older, established classes but it was obvious from the comments from the representatives that few were convinced. It is hoped that this year's show will be opened live by satellite link by Matt Humphries, the skipper of the UK Whitbread boat, 'Dolphin & Youth' as she rounds Cape Horn. There is some thought about moving the venue of Sailboat to make it more convenient for those from the North; the favourite at the moment is Alexandra Palace but the cost of carpet (£10,000) seems to be a major stumbling block!

The promised keynote speaker, Malcolm McKeag, Yachting Journalist, didn't materialise as a result of having to cover the developing news of another Whitbread racer, the Italian boat 'Brookfield' which had disappeared from the position plots in the Southern Ocean. As we now know, she was not totally lost but her rudder had broken off and all her electrics had failed as a result of her stern bulkhead delaminating.

At a more local level the day produced lots of snippets that were very relevant to the Seaflys; these included the fact that the Graduate Class had doubled its membership in the last two years to over 200 and that 420 class rules say that anyone who races must be a class member. (We only require it for our Open meetings and Nationals). The two handed classes seem to be suffering from the common complaint of little new blood coming in at the younger end but the GP14 class were countering this by setting up a liaison with the Cadet class that invited the top Cadet crews to take part in the GP 14 Opens and Nationals. This had worked very successfully in 1993 with 7 out of 8 Cadet crews taking part.

During the day I learnt a little more about the workings of the RYA; there is a permanent full time staff of about 60 of which half are based at Eastleigh. There are many more voluntary staff, of whom a few were present at the Forum, and the RYA receives 1000 phone calls a day and aims to answer all the relevant ones in writing within 3 days. One of the

## RYA Update

The RYA Annual Class Association Forum 1993 (Continued)

part-timers volunteered to provide an exchange focus of Class magazines so as to provide article re-use and I have passed Mike's address on. I have already indicated above that the RYA can provide legal assistance and they have draft contracts for negotiating Nationals venues. From a class Treasurers point of view most classes offer Standing Order accounts, some offer Direct Debit and the GP 14s and Enterprises offer Credit Card facilities. Most class subscriptions are between £10 and £15 (hint:- Your annual SDCA subscription is now due and is at the bottom end of this range); the Laser subscription is £17 and the Fireball a massive £20.

All the formal and informal discussions and presentations were very relevant to our Seafly Dinghy Class and the whole emphasis of the day was to encourage two way informal dialogue between ourselves and the RYA. As an RYA Affiliated Association we can send up to two representatives to this Forum; for many years we have sent one or none. My recommendation is that for the amount it costs (£13.50 to cover the Buffet) we would do well to send two reps. next year.

It was an enjoyable and worthwhile day.

Tim Hoyle, Treasurer.



## Chat Back

Letter from Barry Goodwins

"Why do we have to go anywhere?"

The question, "Where do we go from here" has produced several suggestions from Roy Thompson and the Ed. My question is, "Why do we have to go anywhere?"

Let us take an impartial view at the "Seafly" situation as it now stands. First of all it is a small class of only 650 plus boats, unlike the Lasers, Mirrors, Enterprises etc. This in effect means that there are vast areas of the sailing world that would never have seen or heard of a Seafly.

It is a very localised class, two clubs at present, Starcross and Highcliffe, make up more than a third of the membership. Therefore if you are away from that area, the chances of seeing a Seafly are remote, unlike the classes already mentioned. This means that somehow the boat and class association has to be presented more universally to people who are either looking for their first boat, or who are changing their current boat.

Is a stand at Sailboat '94 Crystal Palace, (assuming the RYA condescend to let us have one!) the answer? I do not believe it is, in fact I think Sailboat is a total waste of time and money, for the simple reason that you are preaching to the already converted of whatever class they happen to belong to.

There are other exhibitions of course, that promote outdoor pursuits. Camping, Caravanning and Outdoor Leisure for instance. A boat would attract interest in such surroundings because it would be different from the main theme. Perhaps a trial sail could be offered to enquirers by contacting a class member in a particular area. I bought my Seafly after a trial sail at a yacht club open day.

If the cost of a stand is too high, could it not be shared with another exhibitor?

Roger Thompson states that "Best buy is King". I agree with that BUT, best buy is personal, individual thing. Having sailed in ten other classes, I knew that the Seafly was the Best Buy for me, taking into account the fact that I was 15 stone, 6 foot 4 inches and needed some room!! As a non swimmer I also needed stability. I like sailing with a companion so single handers were ruled out of the reckoning. Ease of handling on land plus some pace on the water was essential. Money was not a consideration in my choice.

## Chat Back

### "Why do we have to go anywhere ?"(Continued)

Finally, will the introduction of large genoas, trapeze artists and/or exotic materials make for bigger and better class association, I think not.

At present we have 90 members from 650 plus boats sold. Perhaps we should be finding ways of getting the other 560 to join us, instead of alienating the silent majority of members by redesigning the boat to suit the whims or desires of the few.

Whatever the outcome of this debate, I have no intention changing what I already have. If this means that I will have to leave the Association, then I will, with regret, do just that.

Barry Goodwins, Seafly 410 - Opuss I

#### Eds Comment

*I think he has some good points, especially about going to other exhibitions and holding Open Days, maybe the committee could address this at their next meeting. But we must have a good base to start from and that means more new and second-hand boats available.*

---

### From the "TWO BELLS" a correction

Thank you for your excellent Newsletter. First class and certainly gives food for thought.

Reference Page 8 of the last Newsletter, according to my records, I, Stan Herbert and the late Derek Austerely, who died last month, spent many evenings at Derek's house at Topham writing the Constitution, Rule of Measurement etc. of the first Handbook in 1962!

Just for the record I have been unwell and don't feel upto writing a lot, but perhaps after Xmas.

P.S. Derek was the owner of Seafly 11, I have bought it from him.

Laurie Lanham Seafly C430 - Whisper.

## Chat Back

### "Magazine Article Database"

**AREC** (Article Exchange)- from Nigel Vick

At the Class Association Forum organised by the RYA interest was expressed in forming an article database from class association magazines. US Sailing has operated such a system for some years now.

There are two ways that this can be organised in the UK, either we can send copies of our magazine to everyone interested, as I am doing with this letter, or we can send them to a central point, someone can scan them and send out articles.

The disadvantages of the first method is the cost and the time taken by the editor who will be well informed and aware of new ideas and developments. The second method is cheaper and quicker but does rely upon someone being willing to do the work. I have the time and interest and am willing to undertake the task if you will regularly send me your magazines. The green sheet is a sample of the sort of thing which could be expanded with more articles if you think it worthwhile.

I am also quite interested in computing for sailing and would like to see a computer user club for sailing which could exchange information. e.g. I am aware of race results programmes which vary in price from £25 to £250. Surely someone out there is willing to put a results programme in the Public Domain and we could tweak it to what was wanted without it costing an arm and a leg.

These ideas have been put to the RYA who feel they cannot become involved as they feel they could be held responsible if something went wrong. I am willing to have a go on the clear understanding that no warranties are offered and anything is offered on the basis of buyer beware. You are reminded that articles are copyright and permission must be obtained from the copyright holder before they are reproduced.

Want to try it? Write to me let me know which method you prefer for running the article database and the name and address of anyone interested in computers and sailing.

*ED:- I will be writing but here is Nigel's address if anyone would like to write to him direct, then please free to do so. In the mean time let the Ed, know how you feel about this liaison, between associations.*

Nigel Vick, 15 Rosamund Road, Wolvercote, Oxford, OX2 8NU  
Tel: 0865 513097/863201

## Rules Quiz

Most of these questions are based on the RYA Appeal Cases 1962/91 and reproduced by kind permission of the RYA.

### 1. Rule 35, Limitations on Altering Course

#### Rule 41.4, Simultaneous Tacking

On the final beat, neither L nor W could fetch the finishing line without tacking. L had no luffing rights over W, she did not hail for room, but tacked, and W which had been keeping a close watch, immediately tacked also. While tacking they collided. Both believed that either yacht would have had enough room to tack if the other had held her course.

The protest committee disqualified L under rule 41.4. Do you think they were correct in their decision "YES or NO" ?

### 2. Rule 37.1 Same Tack - Basic Rules, When Overlapped

#### Rule 37.3 Same Tack - Basic Rules, Transitional

#### Rule 38.2(b) Same Tack, Luffing After Starting, Overlap Limitations

#### Rule 39, Same-Tack, Sailing Below a Proper Course

After rounding a mark, W found A coming to windward of her and bore away towards the shore. L some distance astern of the other two yachts, sailed to within thirty yards of the shore to cheat the tide and then reached along it. W, deciding that L was a greater threat than A moved over towards her. L luffed W, but W failed to respond and contact occurred. L protested under Rules 38.2(c), 37.1 & 39.

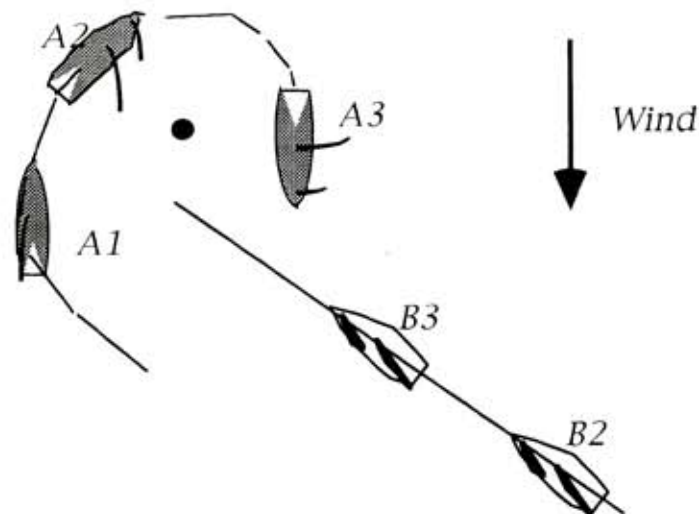
W protested under Rules 37.3, maintaining that L had established a leeward overlap from astern and, having never been clear ahead, had no luffing rights.

The protest committee disqualified both yachts, W under Rule 39 and L under Rule 37.3.

- Was the protest committee correct, YES or NO ?
- If not should L have been disqualified, YES or NO ?
- Should W have been disqualified, YES or NO ?

## Rules Quiz

### 3. Rule 42.2(a), Clear Ahead in the Vicinity of a Mark



As shown in the diagram, A was several lengths ahead of B when she reached the mark, both yachts were on starboard tack. A tacked, rounded the mark and gibed back onto starboard tack before meeting B, then nearing the mark. B luffed hard to pass under A's stern and in so doing touched the mark. B protested successfully under Rule 37.1 and A appealed claiming that since B had been clear astern when approaching the mark she was bound to keep clear by reason of Rule 42.2(a)

Do you think she would win her appeal, "YES or NO" ?

## Rules Quiz

### 4. Rule 42 Rounding Marks

IW and OL were rounding the leeward mark. IW established an overlap in proper time as inside yacht. Both yachts rounded together. After luffing round the mark, IW either bore away slightly or was a little slow in hardening in her main sheet for her mainsail was not drawing when the yachts made contact. This occurred when the two yachts were about one and half boat lengths from it.

OL protested IW under Rule 37.1, IW counter-protested under Rule 42.1(a). The protest committee decided that IW was still in the act of rounding the mark and disqualified OL for not giving adequate room to round as required by Rule 42.1(a).

Was the decision correct, "YES or NO" ?

### 5. Fundamental Rule C, Fair Sailing Definition of "luffing"

Two yachts in opposing teams are close-hauled on the same tack. L with luffing rights, without altering course, heels to windward so that her masthead touches W's mast or sail.

- Does this manoeuvre constitute a luff ? YES or No
- When deliberate, is it fair sailing ? YES or NO

Answers on Page 31

## 1993 Members List

NAME	Boat No	BOAT NAME	Type Mem	Club
Keith Anderson	156		full	Carsington SC
Mark Appleby	654		full	Crawley Mariners
Mike Appleby	654		full	Crawley Mariners
Frank Bassett	620	Sea Hound	full	Blakeney SC
Ken Bartlett	647		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
Ken Buck	399		full	
Stephen Cammell	503	Flycatcher	full	Pingewood SC
Ron Cockwell	646	Foiled	full	Highcliffe SC
David Cotgrove	506	Knights Mischief	full	Starcross YC
Graeme Curtis	335	One Good Turn	full	Norfolk Schools SA
Phil Edmett	176			
Stephen Eley	400	Neil	full	Highcliffe SC
Richard Ellis	483	Optimist	full	Highcliffe SC
Robert Evans	509	Mr Shifter	full	Rutland Water SC
David Farr	38	Spirit of Adventure	full	Lee-on-Solent
John Foskett	69	Goldcrest	full	Highcliffe SC
Peter Fullager			Assoc	Canberra YC
Richard Garry			Assoc	Australia
SC Garry	229		full	Starcross YC
Richard Glenville	575	Foliea Deux	full	Eire
Barry Graham	277	Vala	full	Starcross YC
Barry Goodwins	410	Opus 1	full	?
			full	South Woodhams
			full	Ferrers
Simon Greenslade	523		full	Starcross YC
Peter Gray			Assoc	Chew Valley Lake
Alan Green			full	Starcross YC
Peter Guinan	443	Sooopa Doopa	full	Ilanorse SC
Mike Hartnell	441		full	Worthing YC
Mac Hambling	388	Extra Time	full	Blakeney SC
Andrew Hayes			Assoc	Starcross YC
Robin Herford			full	
David Houghton	433	Charlie Brown	full	Augmering on Sea
			full	One Design Club
Julian 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
Alan Izzard	231	Chloe Too	full	Fishers Green SC
Philip Jones	419	Dunelm	full	Bowmer SC
T.W. Kingsley Singer	482	NoSoSlo	full	Newcastle YC
				(Co Down)
Rev Richard A. King	384		full	Dittisham SC
Laurie Lanham			Assoc	Starcross YC



## 1993 Members List

NAME	Boat No	BOAT NAME	Type Mem	Club
Carol Lanham	430	Whisper	full	Starcross YC
Kay Leigh			Assoc	Worthing YC
Rosa LeGood	639	Waterloo	full	Starcross YC
Tim Le Good	639		full	Starcross YC
John Lloyd	420		full	Starcross YC
Tony Longworth	various		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
Duncan McFaydon	633		full	Starcross 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	Red Arrow	full	Glenridding SS
Roy Perryman	623	Jupiter	full	Blakeney SC
Ivan Phillips	650	Cumfrum brum XI	full	Highcliffe SC
W.J. Prescott			Assoc	
J. Readings	179	Ibis	full	South Cerney SC
Chris Roythorn	493	Cquel	full	Great Moor SC
Judith Roythorn	493	Cquel	full	Great Moor SC
Anne Robb	188	Sea Swallow	full	Newcastle YC
John Rowe	627		full	Starcross YC
Brian Robinson	96	Pegasus	full	Worthing YC
Mike Robinson	470	Revival	full	Highcliffe SC
Eric Sales			full	Seasalter SC
Charlie Sandys			Assoc	
David Shaw	329	Susan	full	Starcross YC
Jeffrey Smith	161	Southern Spirit	full	Glenridding SS
Sam Stoyle	635	Redstart	full	Highcliffe SC
Ian Stockdale	378	Puzzle	full	Highcliffe SC
Adrian Summers	624	Sioux	full	Highcliffe SC
Wallace Symmonds	480	Jack	full	Cotswold SC
David Tarrant	339	Elizabeth Jane	full	South Cerney SC
Paul Taylor	652	Summers Day	full	Highcliffe SC
John & Joost Taylor	392	C. Me Fly	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
M.H. Waite	15	Fly by Night	full	Sussex YC
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 95 members

## BOAT MART

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

\* denotes advertised in Yachts & Yachting.

Sail No	Built	Details	Registered	Price
C 279	1967	Wood, 2 suits sails (Seahorse, Lucas), trolley, cover, re-decked, ex Nat Champ Exc order, F. Bassett, Loughborough Tel 0509 890756.	Yes	£600
C 396*	1972	Wood, reasonable cond, combi-trailer. Tel 0234 720029 or work 0604 233200.	No	£545
C 436	1973	GRP hull, wood decks removed & needs rebuilding. Aluminium mast, boom, rudder stock. Sails, trailer, trolley, cover. Kept in dry, not sailed for 12 years. Delivery possible. Bargain. D Canham, Wellington (Somerset) 0823 663223	No	£100
C635	1983	Wood built by Bob Hoare, excellent condition Proctor spars, Combi-trailer, Low Mileage. Telephone Sam Stoyle 0425 279381	Yes	£2,500 ONO
C643	1984	Wood, Bob Hoare built, 2 suits sails, Combi-trailer, good condition, summer sailed only. Bill Beeson, Exeter Tel 0392 873926	Yes	£1,400
C 401*	1972	GRP hull, 2 suits of sails trailer. Tel:0372 458179	Yes	£325
C 650*	1988	Foam sandwich GRP, Sepalle decks, Top racing record, complete refit 1992 including new spars, M6 mast, ball fittings, new foils, new hood sails, Combi-trailer, garaged. 1st '91, 3rd '92 & '93 Nationals. Ivan Phillips, Bournemouth 0202 424813	Yes	£3250

## WANTED

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

## NEXT NEWSLETTER

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

Event Reports  
Nationals Entry Form

### NEWSLETTER PUBLISHING DATES

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

## Quiz Answers

1. No, L would not have collided if W hadn't tacked. L reinstated W disqualified.
2. a) No, b) No, c) Yes.  
L had luffing rights as W was more than 3 boat lengths away when the overlap was established.
3. No, windward boat should keep clear of leeward boat.
4. No, they had rounded the Mark, windward boat should keep clear.
5. a) No, yacht did not alter course. b) No, L should be disqualified

## X McNAMARA SAILS

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