

SEAFLY DINGHY CLASS ASSOCIATION.

AUTUMN NEWSLETTER - OCTOBER, 1973.

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EDITORIAL:

In the last Newsletter I asked for contributions for this issue and it has been gratifying to receive several items of news and interest. So this edition is again a large one; please keep up the good work!

Attendances at the National Championships at Highcliffe were an all time record; nearly ten per cent of all Seaflys ever built were present. Open meetings have in the main been better attended this year so it seems that there is still plenty of enthusiasm. Subscriptions have come in quite nicely, although no treasurer is ever satisfied, and we would of course welcome more members. Since there was little response to my idea for volunteers to distribute the Newsletter in each fleet, your committee has reluctantly decided that the only way to make sure that every member gets his copy on time is to post it, and that costs a lot of money these days.

In conclusion let me thank that Venables family and Pam Wren for the speed with which they produced and distributed the last issue.

Alan Green.

1973 ANNUAL GENERAL MEETING.

The A.G.M. was held at Highcliffe on 2nd August when some thirty-five members were present. Under Stan Walton's efficient chairmanship a fairly long and sometimes controversial agenda was speedily disposed of.

The committee was re-elected with one additional member and is now constituted as follows:-

| | | | | |
|-----------|---|----------------|---|---------------------|
| Chairman | - | Stan Walton | - | Seasalter S.C. |
| Secretary | - | Peter Scovell | - | Worthing Y.C. |
| Treasurer | - | Harry Venables | - | Seasalter S.C. |
| Members: | - | Dick Flower | - | Tankerton Bay S.C. |
| | | Alan Green | - | Worthing Y.C. |
| | | Alan Izzard | - | Fisher's Green S.C. |
| | | Bill Prescott | - | Seasalter S.C. |

In the secretary's report Peter Scovell said that he felt that the Seafly had a great potential and he would be glad to hear from anyone who could suggest ways of spreading the class. The treasurer, Harry Venables, reported a good membership figure, but added that we needed to keep our income up because distribution of the Newsletter was expensive; circulation through fleet captains had been tried but was not satisfactory, particularly during the winter. We also faced a substantial increase in the cost of the Handbook.

Several changes to the Rules of Measurement and Construction as published in the Handbook on pages 18 to 20 were proposed, and after discussion the following were approved:-

Cont/.....

- Rule 4.1 The first sentence now reads: "Sails are of One Design and may be obtained from any maker.
- Rule 4.2 The first sentence now begins: "The Mainsail to be of 4½ to 6 oz. white terylene....."
- Rule 4.3 The first sentence now begins: "The Jib to be of 4½ to 6 oz. white terylene....."
- Rule 8.1 Now reads: "The Rudder Blade should be made of wood and the drawing dimensions should not be exceeded. The Rudder Blade maximum thickness is 19mm (3/4"). The Rudder Head, Tiller and Tiller Extension can be made from any material.

A resolution permitting a Cunningham Hole was also passed and it was left to the Committee to agree the position with Sailmakers. This has now been defined as a maximum of 7" above the tack cringle.

Resolutions proposing a smaller, 120 sq.ft. spinnaker and a minor amendment to ensure that the burgee can be lowered by its own halyard were defeated.

In a general discussion which followed during Any Other Business, Mr. S. Herbert, the designer and original builder of the Seafly said that he still owned the copyright of the plans and only he could issue licences to build. The only authorised builder at present was South Devon Boatbuilders, and while he considered he owed a close allegiance to that firm, he was concerned that the Seafly should continue to develop and he might be prepared to consider issuing other licences to build. He pointed out that anybody could purchase a GRP hull from the builder and finish it.

SAILMAKERS.

The rule change allowing any sailmaker is very far reaching and could result in failure to maintain the One Design concept of our sails, which is vitally important if boats are to be raced on equal terms. The committee consider that they have a duty to ensure that the One Design concept is strictly maintained and to do this it is necessary to arrange for every new sailmaker to be supplied with a set of measurements, including some which are not on the measurement form. New dimensions are being added to the measurement form to define: the 'round' to the foot of the jib (measured 1/4" from the foot), the ~~total~~ ^{total} foot position ~~backing~~ ^{backing} of the jib, and the luff of the spinnaker (15 ft. - 2mm.). New measurement forms will shortly be available with measurement instructions and will apply to all sails from new sailmakers, and sails obtained from Lucas and Bowker and Budd after 1st November, 1973.

add Jeckells Sails to list

The new measurement instructions have been sent to Lucas, Bowker and Budd, Seahorse and Mountfield. Anyone who wishes to order sails from other makers should write to the class secretary, Peter Scovell, 26, Chestnut Grove, South Croydon, Surrey, to obtain a full set of measurements and then make sure that the makers adhere strictly to them. Without some control of the situation, future championships could see a repetition of the unfortunate disqualifications which occurred this year.

SEAFLY NATIONAL CHAMPIONSHIPS 1973.

A record entry of fortytwo boats assembled at Highcliffe S.C. in August - a fifty percent increase on last year. The host club entered fifteen, six came from Seasalter, five from South Cerney and Worthing, four from Blakeney, two from Starcross and one each from Tankerton Bay S.C., Keynes Park S.C., Bexhill S.C., Fisher's Green S.C. and Portishead S.C. It was a great pleasure to welcome entries from some of the smaller fleets and hopefully this will encourage others next year.

The wind, conspicuous by its absence at the beginning of the week, gradually increased day by day until the last race was sailed in a full force five, gusting six. Thus there were conditions to suit everybody and it was interesting to note how, as the week went on, some of the helms improved while others with light crews dropped. Morris Arthur (C.205 - Blakeney S.C.) regained the title which he won at Plymouth in 1971, but lost last year to Kim Slater at Worthing, and a new name appeared among the honours - that of Peter Scovell (C.392 - Worthing Y.C.), who in only his third season of racing came in a very convincing second. Also very much to the fore this year was that veteran of more Nationals than many of us can remember - Harry Venables (C.167 - Seasalter S.C.), who did consistently well to come fourth overall.

An Olympic course was set for each race; this was a little difficult in the light winds at the start of the week, but the race officer did a grand job. It was a great pity that there had to be several disqualifications for failure to sign the Declaration Sheet, lack of an anchor, and sails which would not measure. Perhaps it came as a shock to some that the host club enforced the rules so strictly, as they are perfectly entitled to do. If we are to be taken seriously as a class this is not a bad thing; there is no point in going to the trouble of measurement certificates and class rules if they are not checked from time to time.

Sunday's Practice race was held in what someone afterwards described as force 0, gusting $\frac{1}{2}$! Suffice it to say that half the fleet failed to make even the first mark and many found themselves drifting backward to the start line, when the tide began to run. Only six boats managed to finish; the race was won by Peter Scovell.

Monday's race for the Sussex Salver was held in similar conditions although most boats managed to keep moving most of the time. A large windshift during the second beat left many boats badly downwind, but the real experts were not caught napping and following a shortened course the race was won by Morris Arthur, with Gordon Thomas (C.444 - Highcliffe S.C.) second, Allison Poyner (C.207 - South Cerney S.C.) third, and Peter Scovell fourth.

For the Lucas Cup on Tuesday there was again only a light breeze and after a postponement to allow the wind to fill in to a force two, the fleet got away first time. Again Morris Arthur proved his superiority in such conditions and came in first, followed by Peter Scovell, John Slater (C.449 - Highcliffe S.C.) and Harry Venables.

Just before the start of Wednesday's race for the Chairman's Cup a big windshift made nonsense of a windward start and the first attempt resulted in a general recall as boats surged across the line on a reach. At the second attempt Morris Arthur and Peter Scovell immediately set spinnakers and soon pulled away from the fleet, many of whom were blanketed. The first half dozen or so opened up a big lead on the next leg which was a spinnaker run with a steady onshore force two to three the complete Olympic course could be sailed for the first time. Again Morris Arthur was first across the line with Peter Scovell, second, Allison Poyner third and Harry Venables fourth.

Thursday saw the blow that many helmsmen had been hoping for. By now the wind had settled in the south west and was a nice force four, with some sea. Crews who had bemoaned the light conditions now began to enjoy themselves and there were several new faces towards the front of the fleet, although Morris Arthur proved what a master he is in all conditions by coming in first yet again to take the Herbert Trophy, thus clinching the Championships with four straight wins, as he did at Plymouth. Peter Scovell was once again second, Gordon Thomas third and J. Baker (C.223 - Starcross Y.C.) fourth.

The final race on Friday for the City of Plymouth Cup was held in the strongest blow of the week - a good force five, although less sea than the day before. In the absence of Morris Arthur and Peter Scovell, who had to retire when a jib shackle parted soon after the start, John Slater showed everyone how to really go in heavy weather. After apparently winning he was subsequently disqualified when a sail check revealed that the mainsail he had used in all but one race did not measure. So Colin May (C.422 - Highcliffe S.C.) took the cup with Gordon Thomas second, Mac Hambling (C.171 - Blakeney S.C.) third and J. Baker fourth. There were ten retirements in all, but those who stuck it out voted it a fitting climax to a fine week's racing.

TOO OLD FOR THE NATIONALS:

Don't be so silly they said. The National Championships, at your age? They'll be a lot of youngsters down there. A little subdued, Frank and I got out the adding machine and, true enough, the aggregate ages did come to 114 years, with the balance slightly in favour of the crew! Well, so what? we'd wear little weelly hats and no one could tell whether we'd got any hair or not.

They weren't convinced. You never win anything at Blakeney, they said. How do you expect to do any good at Highbury? We patiently explained that we weren't going to play football. And in any case that wasn't true, as we did manage a sneaky win last year while Morris Arthur and Brian Blagg were away at the 1972 Nationals. We raced against them every week, and we didn't see why we should be any further behind than usual.

No - we'd made up our minds. We were going, and did they want to come? No, they said, they didn't. But - "Well perhaps we ought to go" said Peggy. Just to keep an eye on them. We'll have to make the most of the days; they'll be too tired for anything at night" (What exactly did she mean by that?)

So we loaded up C.171, after tarding her up a bit in case Laurie Lanham wanted to look his old boat over, and off we went. We all had a thoroughly enjoyable time. We did a lot better than we'd expected - must have been the change of air. Thank you, Highcliffe, for your welcome to us and your hospitality, and for the excellent week's sailing. You even arranged to produce a 'Blakeney Blow' for us on the Friday.

We even managed to keep going in the evenings, too!

'Mac' Hambling - Blakeney S.C.

P.S. Mac omitted to say that they came 5th overall - Ed.

WHAT NOT TO DO AT THE NATIONALS - OR THE SAGA OF SEAPLY 393.

To start with, we only arrived in time for the third race, To make up for any previous lack of enthusiasm we were ready early Tuesday morning; as we had forgotten to bring a clock or watch with us and were staying in a caravan this was quite an achievement in itself! of course, the race was postponed for half an hour! at last we set off, managed to negotiate the Run with its currents, and were out to sea. Following everyone else we started, and everything was fine until we began running. One by one the other boats hoisted their brightly coloured spinnakers and we, not possessing such a luxury, dropped further and further behind. Eventually we started getting in the way of the leading boats on their next lap, and thought it was about time we retired gracefully.

Negotiating The Run on our return to the harbour we did several about turns and rather interesting sideways manoeuvres, all watched intently by crowds of holiday-makers, before beaching the boat and pulling it up.

Cont/.....

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The Trophy was convincingly won by Harry Venables with a clear lead of fiftysix points from four meetings. Harry has consistently attended opens for many years and thoroughly deserved his win; the Trophy was duly presented to him at the end of the Worthing meeting. It's nice to see the trophy going to a member of one of the up and coming Seafly fleets.

NEWS FROM THE FLEETS.

BRITISH TRANSPORT YACHT CLUB, SADDINGTON, LEICESTERSHIRE.

This club has been in existence for fourteen years and membership consists of seven Seaflys, fifteen Enterprises and eight Optimists. This is the full complement allowed on this water which is about forty acres. The reservoir was built and is used as a feeder for the canal system which means that when we have a hot summer we lose some water to those who seek their pleasures on the canal.

We are a keen club and encourage all members to race every Sunday during the season - March to October - and in the winter months attend working parties to extend facilities at the Club and do repairs etc. Also we have an Annual Dinner and various social functions when the demands of family are not too heavy. One has to be dedicated to belong to Saddington!

The reservoir is situated south west of the A6 in Leicestershire near to the famous Foston Locks and is surrounded by some of the finest countryside to be seen (I come from Lancashire, so am quite unbiased). As we are allowed to sail at any time it is a very pleasant spot for "messing about in boats", possibly with a picnic and a drink at our bar.

Any Seafly owners who are ever in the vicinity would be made very welcome.

Ted Heywood - Fleet Secretary
(C.447)

Thanks for your interesting contribution, Ted. Perhaps it will encourage some of the other lesser-known fleets to send in news of their activities. We should be delighted to see one or two of your members at Open Meetings, although I appreciate that you have a long way to go - what about next year's Nationals at Seasalter?

SEASALTER SAILING CLUB, NR. WHITSTABLE, NORTH KENT.

Fleet captain Brian Howe writes:-

I thought it may be of interest to Seafly owners to hear how the Seafly class developed at Seasalter.

It was about 1963 when Fred Warden purchased or built (?) number 42. The following year he was joined by Bill Prescott with No.152, Patience, and about the same time as Bill was building Geoff Thomas was busy with the glue pot on No.173. Soon after this the Hon.Sailing Secretary of S.S.C. Fred Kent also bought a Seafly. In fact I think it would be fair to say that without Bill Prescott and Geoff Thomas the Seafly would have ceased to develop at Seasalter.

However just in time for the Frostbite series in 1966 Frank Pettitt and Mac Haggard took delivery of No.248, Lady Essex from South Devon Boatbuilders and somehow the appearance of the sparkling new boat seemed to generate further interest within the club.

Particular interest was shown by a young married couple who were finding a Firefly rather on the small side and a little hairy (to say the least) in anything above force 3. However after they had both sampled Geoff Thomas's boat on a flat-out plane they were soon in the market and No.35 Papadum, joined Frostbite 1967 series.

cont/.....

I believe the Seafly acquired fleet status (6 boats) during the 1967/8 season and the first winner of the George Somerset Trophy for the Seafly Summer points series was Bill Prescott.

The Seafly Nationals at Seasalter in 1970 did much to promote interest in the class, which of course was when our Commodore Stan Walton got the Seafly bug.

Gradually the fleet has built up until last season we hit double figures with eleven boats. Unfortunately this season we are down to eight, however I am pleased to say that six of these sailed in the Nationals this year, and one of them, Harry Venables came overall 4th.

(Seasalter may be one of the smaller fleets, but are second to none in the proportion of their boats that travel to open meetings. Bill Prescott was runner up for the Dolphin Trophy in 1970 and 1971 and Harry Venables won it this year - Ed.)

Seasalter Regatta - 12th August, 1973.

This event attracted a total of eightyfour dinghies and catamarans and the seven Seaflys entered enabled us to race as a class. The wind was a steady force 4-5 north east, which kicks up quite a sea at Seasalter - real Seafly stuff! The course was a double Olympic type, i.e. triangle, sausage, triangle, twice, and lasted some 2.3/4 hours.

This enabled us to use spinnakers on at least six legs of the course and provided the sort of racing one does not forget in a hurry. The improvement in spinnaker handling was very apparent, which I feel was due to a week's sailing at Highcliffe just beforehand! It was interesting to note that even after some two hours racing all of the boats, fibreglass or wood, low or high numbers, finished within a few minutes of each other. This is good racing by any standard and says quite a lot for the one design nature of the class.

| | | | |
|-----------|----------------|------|------------------|
| Results:- | 1st Papadum | C 35 | Brian Howe |
| | 2nd Jenny | C363 | Jim Wren |
| | 3rd Lady Essex | C248 | Frank Pettitt |
| | 4th Spitfire | C402 | Stan Walton |
| | 5th Patience | C152 | Bill Prescott |
| | 6th Hi-Fly | C 19 | Terry Smitherman |
| | 7th Gazelle | C181 | Doug Stembridge |

Go-Fast News.

A five page article was published in the August 1973 edition of "Dinghy Sailing" on "Wind Bending", written by Bill Prescott and well worth reading.

The Seafly Class in Australia.

Having received a long and very interesting letter from Daphne and Peter Fullagar of Canberra Yacht Club - Peter is President of the Australian National Seafly Association - it had been hoped to include all their news in this Newsletter, but I am afraid that shortage of time and space prevent this. An article will appear in the next edition.

IMPORTANT DATE FOR NEXT YEAR'S DIARY.

SEAFLY NATIONAL CHAMPIONSHIPS AT SEASALTER SAILING CLUB 4TH - 9TH
AUGUST, 1974.

POSTSCRIPT: The next issue of the Newsletter will, I hope, be in January, 1974. Please let me have news of fleet activities and any other articles of general interest by the end of December.

A MERRY CHRISTMAS AND A HAPPY NEW YEAR TO YOU ALL.

Alan Green.

SEAFLY NATIONAL CHAMPIONSHIPS - 42 Entries:-

29th July to 3rd August, 1973.

HIGHCLIFFE SAILING CLUB

| | | | |
|------------------|----|--------------------|---|
| Highcliffe SC. | 15 | Starcross YC. | 2 |
| Seasalter SC. | 6 | Tankerton Bay SC. | 1 |
| Worthing Y.C. | 5 | Keynes Park SC. | 1 |
| South Cerney SC. | 5 | Bexhill SC. | 1 |
| Blakeney SC. | 4 | Fisher's Green SC. | 1 |
| | | Portsmouth Y&SC. | 1 |

| Boat No. | Helmsman | Club | Sussex | | Lucas | | Ch/mans | | Herbert | | City of | | Overall | |
|-------------|----------------|------|--------|------|-------|------|---------|------|---------|------|----------|------|----------|------|
| | | | Salver | | Cup | | Cup | | Trophy | | Plymouth | | Results. | |
| | | | Pts. | Pos. | Pts. | Pos. | Pts. | Pos. | Pts. | Pos. | Pts. | Pos. | Pts. | Pos. |
| 6 | R. Faulkner | HSC | 42 | DISQ | 43 | DISQ | 42 | DISQ | 44 | DISQ | 14 | 14 | 141 | 37 |
| 14 | C. Verey | SCSC | 42 | DNS | 42 | DNS | 42 | DNS | 42 | DNS | 42 | DNS | - | - |
| 35 | B. Howe | SSC | 28 | 28 | 9 | 9 | 28 | 28 | 19 | 19 | 36 | RET | 84 | 25 |
| 58 | R. Flower | TBSC | 23 | 23 | 25 | 25 | 30 | 30 | 17 | 17 | 9 | 9 | 74 | 19 |
| 68 | G. Summerfield | WYC | 38 | RET | 29 | 29 | 19 | 19 | 21 | 21 | 19 | 19 | 88 | 28 |
| 71 | I. Mansfield | HSC | 14 | 14 | 14 | 14 | 18 | 18 | 32 | 32 | 36 | RET | 78 | 22 |
| 98 | G. Dexter | WYC | 21 | 21 | 21 | 21 | 26 | 26 | 28 | 28 | 21 | 21 | 89 | 29 |
| 113 | A. Yates | HSC | 17 | 17 | 17 | 17 | 32 | 32 | 8 | 8 | 7 | 7 | 49 | 12 |
| 152 | B. Prescott | SSC | 25 | 25 | 24 | 24 | 21 | 21 | 24 | 24 | 15 | 15 | 84 | 24 |
| 155 | B. Hand | HSC | 24 | 24 | 22 | 22 | 10 | 10 | 9 | 9 | 5 | 5 | 46 | 11 |
| 167 | H. Venables | SSC | 6 | 6 | 4 | 4 | 4 | 4 | 11 | 11 | 8 | 8 | 22 | 4 |
| 171 | M. Hambling | BSC | 7 | 7 | 8 | 8 | 9 | 9 | 16 | 16 | 3 | 3 | 27 | 5 |
| 204 | L. Downs | PYSC | 34 | 34 | 32 | 32 | 27 | 27 | 30 | 30 | 23 | 23 | 112 | 34 |
| 205 | M. Arthur | BSC | 3/4 | 1 | 3/4 | 1 | 3/4 | 1 | 3/4 | 1 | 42 | DNS | 3 | 1 |
| 206 | J. Peppitt | HSC | 12 | 12 | 7 | 7 | 6 | 6 | 40 | RET | 10 | 10 | 35 | 9 |
| 207 | Miss A. Payner | SCSC | 3 | 3 | 5 | 5 | 3 | 3 | 18 | 18 | 36 | RET | 29 | 8 |
| 223 | J. Baker | SYC | 10 | 10 | 10 | 10 | 12 | 12 | 4 | 4 | 4 | 4 | 28 | 6 |
| 231 | A. Tizzard | FGSC | 13 | 13 | 28 | 28 | 33 | 33 | 40 | RET | 25 | 25 | 99 | 32 |
| 248 | F. Pettitt | SSC | 33 | 33 | 31 | 31 | 22 | 22 | 15 | 15 | 11 | 11 | 79 | 23 |
| 285 | W. Robinson | SCSC | 42 | DISQ | 43 | DISQ | 42 | DISQ | 44 | DISQ | 24 | 24 | 151 | 38 |
| 289 | H. Leigh | WYC | 11 | 11 | 27 | 27 | 29 | 29 | 12 | 12 | 16 | 16 | 66 | 16 |
| 290 | B. Blogg | BSC | 15 | 15 | 43 | DISQ | 8 | 8 | 6 | 6 | 36 | RET | 65 | 15 |
| 291 | A. Dunnett | BSC | 42 | DISQ | 43 | DISQ | 42 | DISQ | 44 | DISQ | 36 | RET | 163 | 40 |
| 339 | D. Tarrant | SCSC | 5 | 5 | 15 | 15 | 13 | 13 | 27 | 27 | 12 | 12 | 45 | 10 |
| 361 | K. Davies | KPSC | 20 | 20 | 23 | 23 | 16 | 16 | 31 | 31 | 36 | RET | 90 | 31 |
| 363 | J. Wren | SSC | 26 | 26 | 18 | 18 | 11 | 11 | 22 | 22 | 20 | 20 | 71 | 17 |
| 369 | K. Browning | SCSC | 16 | 16 | 26 | 26 | 31 | 31 | 29 | 29 | 17 | 17 | 88 | 27 |
| 373 | S. Hooper | HSC | 22 | 22 | 43 | DISQ | 20 | 20 | 25 | 25 | 22 | 22 | 89 | 30 |
| 376 | A. Green | WYC | 27 | 27 | 12 | 12 | 7 | 7 | 20 | 20 | 18 | 18 | 57 | 13 |
| 391 | D. Wilkinson | BxSC | 42 | DNS | 39 | RET | 42 | DNS | 40 | RET | 42 | DNS | 163 | 39 |
| 392 | P. Scovell | WYC | 4 | 4 | 2 | 2 | 2 | 2 | 2 | 2 | 36 | RET | 10 | 2 |
| 398 | D. Hawes | HSC | 31 | 31 | 43 | DISQ | 34 | 34 | 13 | 13 | 6 | 6 | 84 | 26 |
| 401 | L. Lanham | SYC | 30 | 30 | 11 | 11 | 24 | 24 | 10 | 10 | 42 | DNS | 75 | 21 |
| 402 | S. Walton | SSC | 29 | 29 | 20 | 20 | 17 | 17 | 23 | 23 | 13 | 13 | 73 | 18 |
| 404 | P. Savage | HSC | 18 | 18 | 13 | 13 | 23 | 23 | 7 | 7 | 36 | RET | 61 | 14 |
| 418 | A. Kermode | HSC | 9 | 9 | 42 | DNS | 42 | DNS | 14 | 14 | 42 | DNS | 107 | 33 |
| 422 | C. May | HSC | 8 | 8 | 19 | 19 | 15 | 15 | 5 | 5 | 3/4 | 1 | 28.3/4 | 7 |
| 423 | P. Gray | HSC | 19 | 19 | 16 | 16 | 14 | 14 | 26 | 26 | 36 | RET | 75 | 20 |
| 430 | J. Tallis | HSC | 42 | DNS | 42 | DNS | 42 | DNS | 42 | DNS | 42 | DNS | - | - |
| 444 | G. Thomas | HSC | 2 | 2 | 6 | 6 | 5 | 5 | 3 | 3 | 2 | 2 | 12 | 3 |
| 449 | J. Slater | HSC | 42 | DISQ | 3 | 3 | 42 | DISQ | 44 | DISQ | 40 | DISQ | 127 | 36 |
| 451 | J. Eyre | HSC | 32 | 32 | 30 | 30 | 25 | 25 | 40 | RET | 36 | RET | 123 | 35 |

The Finest School Kids Pudding - GIPSY TART

Bake blind a 4 oz. pastry case. Mix together 6 $\frac{3}{4}$ ozs. soft brown sugar and half a small can evaporated milk. Pour into pastry case and return to oven for a few minutes to set.

Best eaten cold, and be warned - it's very sweet.

THE DOLPHIN TROPHY - Final Results.

Points scoring system:- 1st boat - number of entrants ± 1
 2nd boat " - 1
 3rd boat " - 2
 etc.

Entrants who attend away meetings receive 2 bonus points.

| Posn. | Helmsman | Boat No. | Club Entries | SYC 9 | TBSC 10 | BSC 11 | SSC 17 | WYC 25 | Total |
|-------|---------------|----------|--------------|-------|---------|--------|--------|--------|-------|
| 1. | H.Venables | 167 | SSC | - | 11±2 | 9±2 | 10 | 20±2 | 56 |
| 2. | P.Scovell | 392 | WYC | - | - | - | 18±2 | 24 | 44 |
| 3. | R.Flower | 434 | TBSC | - | 3 | 3±2 | 8±2 | 17±2 | 37 |
| 4. | H.Leigh | 289 | WYC | - | 9±2 | - | 9±2 | 14 | 36 |
| | A.Green | 376 | WYC | - | - | - | 15±2 | 19 | 36 |
| 6. | R.Howard | 284 | TBSC | - | 6 | - | 14±2 | 9±2 | 33 |
| | J.Wren | 363 | SSC | - | - | - | 16 | 15±2 | 33 |
| 8. | B.Howe | 35 | SSC | - | - | - | 13 | 16±2 | 31 |
| 9. | F.Pettitt | 248 | SSC | - | 4±2 | - | 11 | 10±2 | 29 |
| 10. | M.Thurgar | 119 | WYC | - | - | - | - | 26 | 26 |
| 11. | G.Thomas | 444 | HSC | - | - | - | - | 23±2 | 25 |
| 12. | C.May | 422 | HSC | - | - | - | - | 22±2 | 24 |
| 13. | W.Prescott | 152 | SSC | - | 8±2 | 4±2 | 7 | - | 23 |
| 14. | C.Andrews | 379 | WYC | - | - | - | - | 21 | 21 |
| 15. | G.Summerfield | 68 | WYC | - | 2±2 | - | 12±2 | - | 18 |
| | J.Gadenhead | 174 | WYC | - | - | - | - | 18 | 18 |
| 17. | J.Peppitt | 206 | HSC | - | - | 7±2 | - | 6±2 | 17 |
| 18. | G.Dexter | 98 | WYC | - | - | - | - | 13 | 13 |
| 19. | M.Arthur | 205 | BSC | - | - | 12 | - | - | 12 |
| | B.Ashfold | 200 | WYC | - | - | - | - | 12 | 12 |
| 21. | W.Colbourn | 99 | WYC | - | - | - | - | 11 | 11 |
| 22. | C.Stant | 378 | SYC | 10 | - | - | - | - | 10 |
| | B.Blogg | 290 | BSC | - | - | 10 | - | - | 10 |

Other helmsmen who have attended at least one away meeting:-

| | | | | | | | | |
|--------------|-----|------|---|----|---|-----|-----|---|
| D.Wilkinson | 391 | BxSC | - | - | - | 2±2 | 3±2 | 9 |
| J.Cornforth | 58 | WYC | - | - | - | 6±2 | - | 8 |
| T.Smitherman | 19 | TBSC | - | - | - | - | 6±2 | 8 |
| J.Gough | 332 | TBSC | - | 1- | - | 3±2 | - | 6 |
| A.Izzard | 231 | FGSC | - | - | - | - | 4±2 | 6 |
| B.Hand | 155 | HSC | - | - | - | - | 3±2 | 5 |

SYC - Starcross YC. TBSC - Tankerton Bay SC. BSC - Blakeney SC.
 SSC - Seasalter SC. FGSC - Fisher's Green SC. WYC - Worthing YC.
 BxSC - Bexhill SC.

If I had a ship,
 I'd sail my ship,
 I'd sail my ship
 Through Eastern seas;
 Down to a beach where the slow waves thunder -
 The green curls over and the white falls under -
 Boom! Boom! Boom!
 On the sun-bright sand.
 And I'd say to myself as I looked so lazily down at the
 sea:
 "There's nobody else in the world, and the world was
 made for me."

TREASURER'S REPORT

The state of finances is now very low. We have paid the bill for the handbook at last. This has left the Association with little in the bank until next year's subscriptions come in. Cash in the bank is about £14 at Newsletter date.

Please send in your 1974 subscriptions, enroll all the family and crews - we need money again.

There is a slip on the front page, send it with your cash to Harry Venables.

1974 CHAMPIONSHIPS AND HOLIDAYS

It is difficult to make up your mind to go to a championship the first time unless you have a keen crew that happens to be your wife or the kids want to go, fired by the excitement of sailing the possibly new prized possession - A SEAFLY.

We have always enjoyed these holidays, when you meet a group of friends with the common interest of sailing and knowing the children will have friends to play with, obviates a lot of worry. Some of the questions asked first time are nearly the same as for any other holiday:-

1. Will the family enjoy this type of holiday?
2. What accommodation is there?
3. Shall we camp, caravan, board, bed and breakfast, hotel or sleep on the beach?
4. How far is it to travel there?
5. What will the sailing be like, are we good enough?

ANSWERS

1. It depends how much all the family join in, if you stand by in your best holiday togs you will be taken as someone just having a look. Go round, talk about the weather, give a push with the boats. Here and there inside a day you will be known. Seasalter has a good, safe beach, protected from the road by a sea wall. Then there are playing fields with swings 200 yds. away, so there is plenty of things for them to do. They will be quickly absorbed into the sailing crowd and very likely won't think about you until meal times, anyway. What can you do if it's wet? Kids seem to play in the club house or on the beach in the rain does not seem to make much difference. If you go out to look at the area visit Whitstable, Tankerton Slopes for a walk over looking the sea, Herne Bay, Faversham and Canterbury Cathedral. The enclosed brochure will give an idea of places further afield, for which we are indebted to Margate's Publicity Officer and Peter Logan. We hope you have a second week at one of these places.

2. Accommodation - a list of chalets, hotels, caravan sites, some bed and breakfast, is enclosed. A stamped addressed envelope to Whitstable Publicity Department, The Castle, Whitstable, Tel: 2233, will produce a handbook and street plan. Free camping is available at the Sailing Club.

3. The decision on how to be accommodated is important and is governed by money as a rule. You get comfort in hotels, boarding houses, etc. but Whitstable is the nearest place for any of these. Caravans and chalets give home like conditions but someone has to do the cooking and cleaning but is cheaper on the pocket for a large number of people. Camping can be the cheapest holiday at Seasalter if you have a tent or can borrow one, and there is no travelling involved - just a few yards walk to the Club House.

4. How Far from Seasalter?

| | | | |
|------------|----------|------------|----------|
| Tankerton | 3½ miles | Whitstable | 2½ miles |
| Herne Bay | 7½ miles | Faversham | 5½ miles |
| Canterbury | 8 miles | | |

5. Sailing Standards

The one thing that stops a lot of newcomers going to the championships is the idea that they do not know enough about sailing to enter. You cannot be champion at anything until you have got in a lot of practice and the best place to learn is at open meetings and championships. You get a lot of sailing in a short time, have knowledgeable people about to ask about your troubles and copy what they do.

I think the comment I often hear sums up best, "We cruised around at the champs, didn't like to enter, but by the way half of them sailed we might have been in the middle of the fleet. We are sorry now we did not have a go - they all seemed to enjoy themselves so much!"

I hope that you have been encouraged to come to the champs. There is also a sailing week at Seasalter 27th May to 31st May - come along and get in some learning and practice. Write to Jim Wren, 7 Dallin Road, Bexleyheath, Kent or to me.

Harry Venables

Hope the Editor does not mind the extra pages. We want to see 100 Seafliers at Seasalter in 1974, there's room on the beach for a 1,000.

GETTING NEW SAILS

The Spinnaker

There is a trend to flatter spinnakers nowadays, these can be cut to the Parachute shape or the orbital shape. The orbital cut produces a flatter shape and will cost about 20% more as a lot of cloth is wasted in a sail of this type.

Morris Arthur used an orbital cut spinnaker at this year's championships as also did a lot of other boats. These were Rockall sails and seemed to perform well. As one might expect, the cost will go up in proportion to the requirements, a new suit can now be ~~expected to cost~~ expected to cost xxxxxxxxxxxxxxxxxxxxxxxx between £40 & £60 for main and jib and about £20 for spinnaker

Main and Jib

You can order in two ways:-

1. by asking for a full - flat - medium cut or sails for heavy conditions or general purpose cut suit of sails, which means you get the suppliers interpretation of your order;
2. this is a bit more detailed, you state what the boat, mast, boom and crew weights are, and the amount the mast bends, type of mast, type of sheeting arrangements, i.e. centre or transom, shroud leavers or cunningham hole.

The sail maker will then design and make a suit of sails to get the best performance from these conditions with the crew weight you have.

SEASALTER SAILING CLUB - Venue of the 1974 Seafly National
Championships.

The clubhouse lies on Faversham Road to the West of Whitstable in the bay formed by the Isle of Sheppey and Whitstable, the grid reference being TR 068650 for anyone interested.

Opposite the clubhouse is the sailing club car park, appropriately marked although most people park on the sea wall side of the road to save the extra twentyfive yards walk, also this field (the car park) is sometimes used by club members or visitors with tents who are staying overnight. Incidentally the only way to get a parking ticket at Seasalter would be to place the car across the road, so no excitement in that direction.

Inside the clubhouse is a briefing area, a telephone (No. Whitstable 2684), a kitchen with the usual facilities like hot soup, tea, coffee, sandwiches etc., a licensed bar and changing rooms with hot showers.

Sailing is normally within two hours of high tide being made up of Seafly's, Shearwaters, Swifts, Mirrors and General Handicap. These boats are stored against the seaward side of the sea wall, normally in one long row, although for championships it is usual to form a second row. A ramp is available near the clubhouse to get the boats over the wall.

The beach above the high water mark is sand and sea shells, below the high water mark it is sandy. As the beach slopes gently into the sea children are able to play safely, with plenty of room at low water when the beach extends out about a mile. Because of the gentle slope launching the boat from a trolley is straight forward, even in fresh winds, and the length of beach means all the boats can launch together. With the prevailing wind being offshore and only about twelve feet of water under the boat, except in the mouth of the Swale, the waves are never very large although the short distance between crests make them appear larger than they really are.

Tidal flow is basically from east to west before high water and west to east after high water. The slack water period seems shorter than would be expected and it's well worthwhile to note the high water time which is posted on the blackboard in the briefing area. Anyone who wants a bit of practice before the Nationals will be able to by turning up for the Whitsun sea week.

If anything on the boat breaks or is damaged a few parts can be obtained from the 'garage' opposite the sailing club and for the more obscure articles Rigdens of Whitstable have a very comprehensive stock. Also in Whitstable is the sailmaker Ray Goldfinch for any repairs or changes that might be necessary, the loft must be nearly one hundred years old as are most places in that area which is well worth a visit.

For anyone who is not just satisfied with sailing, and the wife emphatically assures me such people do exist, a full social programme is being arranged for the Nationals.

Harry Venables has a list of chalet owners at the Waldens of Seasalter Caravan and Chalet site. Write to him if you require a copy.

Championships 1974 August 4th to August 9th at Seasalter
Sailing Club, Whitstable, Kent.

Open Meetings - Tankerton June
 Worthing July

WHITSTABLE

LIST OF CARAVAN AND CAMP SITES

| Name and Address of Owner | Telephone | Location of Site | Facilities * See note below |
|---|--------------------|--|--|
| Miss D. Walsh Oysterville Faversham Road Whitstable | Whitstable 4392 | Oysterville Faversham Road, Whitstable | Caravan Park (25 caravans) |
| Mr. J.J. King Kings Caravan Park Church Lane Seasalter Whitstable | Whitstable 4397 | Kings Caravan Park Church Lane Seasalter Whitstable | Caravan Park (30 caravans) |
| Mr. D.R. Martin The Sportsman Faversham Road Whitstable | Whitstable 3370 | The Sportsman Faversham Road, Whitstable | Caravan Park (25 Caravans) |
| Keat Farm (Caravans) Ltd Reculver Road Herne Bay | Whitstable 2986 | Applegarth Caravan Site Seasalter Cross Farm Seasalter Whitstable | Caravan Park (168 caravans) |
| Mrs. D.L.E. Prangnell Old Coastguards House Seasalter Whitstable | | Old Coastguards House Seasalter Whitstable | Caravan Park (9 caravans) |
| Leisure Caravan Parks Ltd Woodcock Farm Elstree Herts | Whitstable 5351 | Alberta Caravan Park Faversham Road, Whitstable | Caravans for Hire Caravan park (400 caravans) |
| Mr. C.J. Walden Walden's Stores Faversham Road Whitstable | Whitstable 2098 | Walden's Stores Faversham Road, Whitstable | Caravans for Hire Caravan Park (70 caravans 50 chalets) |
| Mr. R.F. Dench Homing Church Lane Seasalter Whitstable | Whitstable 3512 | Homing, Church Lane, Seasalter, Whitstable | Caravans for Hire Caravan Park (208 caravans 4 chalets) |
| Mr. G.F. Rigden Limberlost Church Lane Seasalter Whitstable | Whitstable 5392 | Limberlost, Church Lane, Seasalter, Whitstable | Caravan Park (25 caravans) |

POSSIBLE BED AND BREAKFAST ADDRESSES

| | | | |
|--|---|--|--|
| Mrs Arnold 19 Cromwell Road Whitstable | Mrs. N.L. Perkins 23 Cromwell Road Whitstable | Mrs. Beer 8 Cromwell Road Whitstable | Mr. Gridley 11A Preston Parade Seasalter |
| | | Telephone: Whitstable 2418 | |

HOTELS

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|---|---|---|
| Marine Hotel Tankerton Tel: Whitstable 2672 | Royal, Marine Parade Tankerton Tel: Whit 2008 | Tankerton Hotel Tankerton Mr. Simpson Tel: Whit 2224 |
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