

SEAFLY NEWS LETTER

SEAFLY DINGHY CLASS ASSOCIATION AUTUMN NEWSLETTER - OCTOBER 1974.

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EDITORIAL:

Another seailing season has come and all too quickly gone. For me the appalling weather since August, together with my annual holiday, has meant that my boat has hardly been afloat since the Nationals.

The 'Blow Out' at Highcliffe was particularly regrettable since this very popular open meeting had attracted a lot of visitors, due in no small measure to the regular appearances of Highcliffe members around the Seafly circuit. It was a great shame that what promised to be a fitting climax to the Dolphin Trophy series became 'The Meeting that never was'.

Talking of Opens, South Cerney are hoping to revive their meeting next year and if they succeed it is up to the rest of us to support it. The class can well do with a few more venues and it is to be hoped that there will not be a repetition of this year's clash of two meetings on the same weekend. I would urge all fleet captains to let the Association Chairman, Stan Walton of Marsh House, Ham Road, Faversham, Kent, know as soon as the date of their meeting is fixed.

A letter received from a prospective Seafly owner - details elsewhere in this Newsletter - suggest that this might be a forum for members making their requirements known. Let me have any adverts you would like published. The Class Secretary also receives requests for boats from time to time and if you will let him know if your boat is for sale he might be able to put you in touch with a prospective buyer.

The next Newsletter will be issued in the New Year. Will fleet captains please let me have dates of opens and any other news by early in January. There will not be another Newsletter until about June which will be too late to advertise those meetings arranged for the first half of the season.

A Merry Christmas and a Happy New Year to you all.

Alan Green.

1974 - ANNUAL GENERAL MEETING:

The A.G.M. was held at Seasalter S.C. during the National Championships on 7th August with about 30 members present. This year it was held in the morning so as not to detract from the social events laid on for each evening and the new time proved popular. Again Chairman Stan Walton helmed us through the Agenda with consummate skill so that there was still plenty of time for that 'gin and panic' or whatever before the race that day.

The committee was re-elected under Rule 8 of the Constitution and is now constituted as follow:-

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Chairman	Stan Walton	Seasalter S.C.
Secreatry	Peter Scovell	Worthing S.C.
Treasurer	Harry Venables	Seasalter S.C.
Members	Dick Flower	Tankerton Bay S.C.
	Alan Green	Worthing S.C.
	Alan Izzard	Fishers Green S.C.
	Bill Prescott	Seasalter S.C.

Since the A.G.M. Ted May, Highcliffe S.C. has been co-opted to the committee.

Secretary Peter Scovell reported that since the rule changes in 1973 a new sail measurement form had been introduced with metric dimensions, including one or two additional ones to tighten up the rules. It was hoped to do the same for the boat measurement form. There was still a lot of interest in the class, partly generated by advertisements inserted in the yachting press by the Association.

Harry Venables, Treasurer, introduced the Balance Sheet which indicated that working capital was very low indeed. Membership income had fallen from £152. in 1972/3 to only £114 in 1973/4 and with the heavy cost of the Association Handbook at £170 the cash in hand at the end of the year had been reduced from over £200. to a mere £39. Clearly more working capital was essential and he urged all fleet captains to get their members' subscriptions in as early as possible in the New Year. Following such an impassioned plea the meeting unanimously passed the resolution to increase the subscription rates to £2. (full) and £1 (associate) and the boat registration and re-registration fees to £1. as from 1st January, 1975.

A resolution to allow the shape of the rudder blade to be altered provided its area was not increased, was lost by a substantial majority.

The Chairman reported on the position regarding the Boatbuilder, South Devon Boatbuilders, hitherto the sole builder, was no longer in business. The designer, Mr. S. Herbert, held the copyright and only he could assign the right to build. It was understood that he had recently approached three builders, one of which, Zygal Boats of Whitstable, were known to be very interested. Zygal, builders of the successful Condor catamaran, would like to build in GRP only and would hope to open a new production line with an eye on the European market. A meeting between Mr. A. Edmunds of Zygal and Mr. Herbert had been arranged and it was hoped that a contract would be signed.

PRESENT POSITION REGARDING THE BOATBUILDER.

Since the A.G.M. discussions have taken place and at the time of writing in mid October it is hoped that a contract will be signed under which Zygal will produce an all GRP boat, with possibly some minor modifications from the present design. It has been suggested that boats will be sold ready to sail although it is not yet clear whether a choice of sailmaker will be offered.

For those who still prefer a wooden boat there are prospects that another firm will be licenced to build. In the meantime anyone who wishes to build from scratch may obtain a set of plans from Mr. Herbert whose address is The Red House, Starcross, Devon.

There will undoubtedly be further developments as more details are known and anyone interested in buying a new boat should write to the Class Secretary, Peter Scovell, who will be able to advise the latest position.

1974 NATIONAL CHAMPIONSHIPS.

Seafly Week - the National Championships - was held this year at Seasalter S.C., near Whitstable, Kent. The host club really excelled themselves with first class race organisation led by Commodore David Russell, and friendly hospitality from the club members especially the ladies who 'manned' the galley and the bartenders. Competitors' families enjoyed themselves relaxing on the beach in generally summer weather.

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The 34 entries were a little down on last year. The following clubs were represented:- Highcliffe S.C.(9 boats), Seasalter S.C., (8), Worthing S.C. (5), Tankerton Bay S.C.(4), South Cerney S.C.(2), Fishers Green S.C.(2), and Starcross Y.C., Blakeney S.C. and Stewart-by-Water S.C. 1 boat each. There were quite a few new faces among the competitors and it is to be hoped that they enjoyed themselves well enough to come again next year - and to enter for some of the Opens as well.

All races were sailed to an Olympic Course, with committee boat starts on a good line except on one day when the wind shifted at the last moment. For the first time in several years the overall winner did not walk away with most of the prizes. Philip and Alison Poyner from South Cerney sailing Seabat (C207) showed those more used to rugged sea sailing how to make their boat go in light conditions. When the wind piped up more to the liking of the heavy weather brigade no one dominated the races and in the end Colin May from Highcliffe sailing Amaz'ing (C422) emerged the overall champion by the narrowest of margins from Peter Scovell of Worthing in Tarantula (C392) who was unfortunate to lose the last race, and the championship, by a near capsized. Peter Scovell was runner up for the second year running.

Saturday night brought a gale which blew over many of the boats parked on the beach; fortunately no serious damage was done thanks to several campers unable to sleep who sorted things out in the early hours of Sunday morning. Since there was little improvement in the conditions by mid morning the race committee wisely cancelled the Practice Race, although as luck would have it the wind dropped away when the tide turned and several boats were able to get afloat to try out the local conditions and test new gear.

The opportunity presented by a 'lay day' was grasped to measure all competitors' sails, a wise precaution which avoided any possible protests on that score and perhaps disqualifications had the job been done later in the week. As it was, several sails did not measure, despite having apparently valid certificates, but their owners were able to borrow replacements.

On Sunday night the heavens opened and those not blown away the night before were flooded out! However, after giving notice of what it could do if provoked, the weather settled down to two light days followed by good sailing winds for the rest of the week.

The first race on Monday for the Sussex Salver was held in a gentle force 1 to 2 northerly breeze. At the windward mark Jim Furlong from Seasalter sailing Merry Hell (C463) led from Peter Scovell, Worthing in Tarantula (C392) and Colin May, Highcliffe in Amaz'ing (C422), but on the next reach Philip Poyner, South Cerney in Seabat (C207) used his spinnaker to great effect to take the lead and never looked back. After $2\frac{3}{4}$ hours sailing, with wind and tide dropping, the course was shortened at the end of the third beat, which had in fact become a close fetch, and the result was : 1, P.Poyner; 2, P.Scovell; 3, C.May; 4, Dick Flower, Tankerton Bay in Tonka (C434); 5, J.Furlong; 6, Alan Green, Worthing in Snow Goose (C376).

Tuesday's race for the Lucas Cup was again in similar conditions, although the wind soon dropped altogether and then swung south east turning the beat into a run. As the wind filled in those who were on the starboard side of the course began to hoist spinnakers but it was some time before the unfortunates on the port side got going. After much bunching at the mark things got sorted out and again the Poyners demonstrated their skill in these conditions and went to the front followed by Peter and David Scovell who could not quite catch them by the final gun on a shortened course. Colin May was again third; Ian Pike of Highcliffe in Whoo Dat (C164) fourth; Malcolm Thurgar, Worthing in Pink Ticket (C119) fifth and David Tarrant, South Cerney in Elizabeth Jane (C339) sixth.

On Wednesday, Chairman's Cup day, the wind got up to a nice force 4 to 5 from the east blowing up the Thames estuary and causing a moderate sea. Visibility was poor and the rescue boat detailed to lay the windward mark could not see the committee boat. However by sheer dead reckoning (or good luck!) the mark was placed exactly to windward, but over two miles distant. Hence the first beat, against the incoming tide with the leaders guided by the rescue boat, took 40 minutes. Some of the 33 starters soon gave up in the rather heavy

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conditions and there were several capsize during the race. At the windward mark Colin May, David Black of Highcliffe in Warpaint (C449) Malcolm Thurgar and Peter Scovell were all in close contention. Few boats ventured to fly spinnakers but former National Champion Malcolm Thurgar did so and went into the lead to register his first win, with Colin May second, Peter Scovell third, David Black fourth, Dick Flower fifth and Jim Furlong sixth. The race lasted nearly 3 hours.

Thursday's race for the Herbert Trophy was again held in a nice force 4 to 5, this time from the south west over a flat sea. For once the start line was rather short, leading to some barging, but of the 32 starters most managed to keep out of trouble and at the windward mark it was Jim Furlong leading Colin May, Malcolm Thurgar and David Black. The leaders flew spinnakers on both reaches and the run while further back in the fleet one or two succumbed and took to the drink. Others suffered gear failure and there were 10 retirements. Final Placing were 1, C May; 2, D. Black; 3, J. Furlong; 4, P. Scovell; 5, R. Flower; and 6, M. Thurgar, who had fought back after suffering various misfortunes.

Before the final race for the City of Plymouth Cup the overall position was that Colin May had a $1\frac{1}{4}$ point lead over Peter Scovell, who in turn was $4\frac{3}{4}$ points ahead of Malcolm Thurgar. Conditions were similar to the previous day and after an admonition by the race officer about start line discipline the leaders were doubly concerned to keep out of trouble. Jim Furlong reached the windward mark first, followed by Peter Scovell and Colin May, and everyone set off on a screaming plane to the gybe followed by another to the wing mark. One or two came to grief during the race, but for the majority who survived it was the most exhilarating race of the week and a fitting climax to the Championships. Peter Scovell worked his way to the front, with Colin May back in fourth place which would have given Peter the overall title, but in holding off a strong challenge from Malcolm Thurgar he flew his spinnaker on the final reach and almost capsize when getting it down. This error let Malcolm through and so Colin took the championship by only one quarter of a point. The race result was:- 1, M. Thurgar; 2, P. Scovell; 3, D. Black; 4, C. May; 5, J. Furlong; 6, D. Flower.

Final overall positions were:-

	<u>Points</u>	<u>Helm</u>	<u>Crew</u>	<u>Club</u>	<u>Beat.</u>
1st	8 $\frac{3}{4}$	Colin May	Ken Maftingly	Highcliffe	C.422 Amazing
2nd	9	Peter Scovell	David Scovell	Worthing	C.392 Tarantula
3rd	12 $\frac{1}{2}$	Malcolm Thurgar	Alan Osborne	Worthing	C.119 Pink Ticket
4th	17	David Black	N. Burt	Highcliffe	C.449 Warpaint
5th	19	Jim Furlong	Monica Furlong	Seasalter	C.463 Merry Hell
6th	20	Dick Flower	Bob Hisbridger	Tankerton Bay	C.454 Tonka

A complete table will be found elsewhere in this Newsletter.

THE DOLPHIN TROPHY - 1974

Despite the Dolphin series being curtailed to only 3 possible appearances by bad weather and the clash of two Opens on the same weekend, there was a lot more interest this year than in 1973.

The first meeting at Tankerton Bay attracted 19 entries with 13 visitors, Worthing had 26 entries and 9 visitors, Starcross 14 entries and 3 visitors and Blakeney 10 entries with 4 visitors - 69 entries at 4 meetings compared with 72 at 5 Opens last year. Had Highcliffe's meeting been held the total attendances would have been approaching 100.

Twenty members travelled to at least one away meeting; 6 from Seasalter, 5 from Worthing, 4, from Tankerton Bay, 2 each from Highcliffe and Fishers Green and 1 from British Transport Y.C. at Leicester. I hope that Fleet Captains whose clubs were not represented will do their utmost to remedy the situation next year.

Malcolm Thurgar of Worthing won the Trophy with 62 points from Colin May of Highcliffe with 50 points. Full results are printed in this issue.

HIGHCLIFFE S.C. OPEN MEETING 7th - 8th September.

Following a week of gales the forecast for the Saturday was force 9 to 10 and it did just that! Sunday was no better and with sunken boats all over

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Christchurch Harbour there was no prospect of holding a race inside even if the wind had moderated.

A large entry had been expected with many visitors and it was most regrettable that the meeting had to be cancelled - the first time in the history of the class that this has happened. However Highcliffe lived up to its name for hospitality and laid on a great social evening which was thoroughly enjoyed by all those present.

HUNSTANTON TWO OF KIND MEETING 1973.

Brian Cooper has now been able to send me the results of this meeting held in October last year. Gordon Thomas and Peter Gray of Highcliffe sailing C444 joined Morris Arthur and Brian from Blakeney in C205 and between them they came 7th out of 20 classes competing.

Particularly interesting was their victory by a substantial points margin over the Mirror 14s (PY 91), Kestrels and Zeniths (both PY 92) - boats which are in much the same league as the Seafly. C.205 achieved handicaps of 92, 88 and 92 in the 3 races sailed and C444 91 and 96 in 2 races.

WANTED A SEAFLY.

A letter has been received from an Enterprise owner at Leicester who is looking for a Seafly to sail at his local club, presumably B.T.Y.C. which has a up and coming fleet. Unfortunately his signature is not very clear - it could be M. Bennett - but his address is 16, Southernhay Road, Leicester. Anyone got a boat to offer?

Incidentally the Class Secretary Peter Scovell gets enquiries about boats from time to time so it is well worth getting in touch with him if you are in the market for a boat or have one for sale.

NEWS FROM THE FLEETS.

South Cerney - David Tarrant writes:- "We have now 22 Seaflys at South Cerney with one about to be built. Though we are not the largest class in the club we do usually have the largest turnout on 'points' Saturdays and Sundays.

Two boats were at the Nationals this year C.207, Philip and Alison Poyner and C339, Mike Collins and myself. Philip and Alison did exceptionally well, winning the first two races and if the wind had continued force 0 to 3 we might have had the National Champion at South Cerney this year.

I am hoping to get more South Cerney members to open meetings and the Nationals next year. Some have already shown considerable interest in that Nationals as quite a few have sailed at Plymouth in regattas etc. in previous years.

We are trying to get our open day back into the club's programme for 1975 (we lost the event some two years ago due to lack of visitors). There are some 10 other Seaflys in neighbouring clubs and with a little support from some of the clubs on the south coast we could have as many boats at our open (if we get it back) as usually attend the Nationals."

If South Cerney are able to revive their open meeting it's up to the rest of us to support it. - Ed.

David Tarrant is organising a new GRP boat for exhibition at the Cardiff C.C.P.R. Show on 16th - 17th November.

Worthing - The Seafly fleet has had a very good season and has been one of the most active classes in the club. Apart from our own class events we have made a very good showing in general handicap racing and in the Helmsmans Handicap series, sailed on personal handicaps calculated on performance earlier this year, we made a clean sweep of the first three places in the 94 and under handicap section. Our members will be collecting a goodly proportion of the 'pots' at the clubs annual prizegiving dinner and dance.

There is considerable interest in the class and we hope to have several new members next year.

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LETTER TO SEAFLY CAPTAIN - TANKERTON BAY.

The following 'letter' has come into the Editor's hands. To me it is reminiscent of that marvellous story told by the late Gerrard Hofnung in a speech to the Oxford Union about the bricklayer writing to his boss to explain the remarkable series of misfortunes which led to his being unable to go to work.

When one considers that the journey from Highcliffe to Tankerton Bay is a long one anyway, I think Ted and Colin earned full marks for sheer persistence - at least they made sure they arrived before closing time!

Dear Sir,

I am sorry we were late at your open meeting but we had a few problems. On Wednesday our sails needed altering - Thursday to Warsash to collect, no, "Friday evening you'll find them in....."

On Friday to Warsash and on to break our journey at Camberley as promised - a wet and miserable night. Not depressed, we were to have a weekend sailing at Tankerton.

Just outside Camberley, says Colin "Why are all the indicator warning lights showing?"

"Go back to sleep, were nearly there".

On arrival we found the tailboard broken and the lights suspended by one wire.

"Don't worry, will do it tomorrow when its stopped raining."

7 a.m. out to car - search for wiring diagram.

7.45 a.m. no wiring diagram and 49th combination unsuccessful.

Window opens "Do you want a diagram Ted? theres one in the caravan."

15 mins later, one complete trailer board. Breakfast - load up.

"Goodbye Olive, goodbye Phil."

Click! "Try again."

30 mins later and one long tow, ready to go with engine running.

"There's a jinx on you Ted, go home."

Raise two fingers and depart.

Sir, approaching Guildford by the Pirbright ranges at 50 m.p.h. there was a crack and a dragging noise! observed boat in mirror at 30° with sparks rising from H.M. Highway. Stopped to investigate - stub axle broken on near side. Sit by side of road uttering Anglo Saxon oaths. Then drove by an old workmate from Christchurch. (Dad lives nearby (Good omen) Along comes Dad, he knows a terrific welder - welds anything. Great!

We throw boat into hedge, load trailer on launch trolley and tow 4 miles to welder. Sign:- Gone on Holiday.

Tow back 4 miles, add boat to trailer pile and tow slowly back to Camberley.

Turning into friends drive, violent horn blowing. I stop. I gaze with awe at nearside launch trolley wheel. The steel rim disguised by paint had collapsed and the inner tube expanded through three places like 1½ Marilyn Monroes.

"Ted, bend down and let me take a snap".

I bend. Bloody great bang and a piece of rim flies past my face and buries itself in tree.

"Ted why don't you go home?"

Thinks - Who has a road trailer? Ah! Dudley at Winchester! One phone call, one return journey, one change of good wheel from road trailer to launch trolley - all set for Tankerton.

18.05 we arrive at Tankerton. The jinx is broken!;

Sunday morning Bang goes the gun - first over line - up to windward mark, Malcolm breathing into boat. On the run Malcolm creeps ahead we drop to leeward of mark. Gybe. The Bloody Boom pops out of the goose neck! Through this, Malcolm deliberately charged into us!! So being hon. gents we retire. Arriving on shore a voice said "Have you read your sailing instructions?" "No why?" "Ever heard of a 720° turn?!"

Last race - first round windward mark. Up spinnaker. Scream of anguish from stern as the squall noted by more observant competitors hit us. We career

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across Tankerton Bay with a Bow wave! from the spinnaker. Next Mark, 15th.

Moral:- Do not go to Tankerton.

Better Moral:- Go to Tankerton - enjoy very good company but be better prepared before you go.

Sir, I trust you will now excuse our late arrival.

Yr. Ob. Svnt.

E.S. May

Crew to Amazing C422.

P.S. 01.00 hrs Monday - stopped by Police in Lyndhurst no rear lights (Coupling disconnected).

1975 NATIONAL CHAMPIONSHIPS.

The 1975 Championships will be held at Plymouth from 24th - 29th August, next year. Laurie Lanham is making the arrangements with the host club, Royal Western Yacht Club. Those who went to Plymouth in 1971 will recall what magnificent facilities that club provides for sailors and spectators alike. There will be a full social programme with the Mayflower and Royal Corinthian clubs arranging some of the evening entertainment.

This will be the third time that the championships have been held in Plymouth Sound where sailing conditions are excellent and interesting courses are laid. The Plymouth clubs hold many class championships and know all about the organisation of such events.

The Seafly Week commences at the late Summer Bank Holiday weekend and accommodation will be in demand. Plymouth is a great place for a family holiday with sailing for Dad, excellent shops for Mum and plenty of entertainment for children ranging from trips round the Dockyard to Miniature Golf. There is also some magnificent countryside within a few miles of the City. Either bed and breakfast, a self catering flat or a caravan are suggested and in order to make sure of getting in it would be advisable to book up in good time. Write for information to:-

City of Plymouth Information Bureau,
Civic Centre,
Royal Parade,
PLYMOUTH.

FORTHCOMING EVENTS. 1974

16th to 17th November, Cardiff C.C.P.R. Dinghy Exhibition.

23rd to 24th November, West Midlands Dinghy Exhibition organised by the R.Y.A. and Sports Council, Walsall.

1975.

12th to 13th July Worthing Y.C. Open Meeting.

24th to 29th August National Championships, Plymouth.

12th to 13th July Blakeney S.C. Open Meeting.

20th to 21st September, Seasalter S.C. Open Meeting.

7th to 8th June, Tankerton Bay Sailing Club:

Saturday Race 11.30

Sunday Races 11.00 and 2.00

Disco on Saturday night.

4th to 5th January, Burnham Icicle

22nd to 23rd March Crystal Palace Dinghy Exhibition.

THE DOLPHIN TROPHY - FINAL RESULTS.

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

Entrants who attended away meetings receive 2 bonus points.

Pos.	Helmsman.	Boat No.	Club Entries.	TBSC 19	WYC 26	BSC 10	SYC 14	Total.
1	M.Thurgar	119	WYC	20+2	25	-	13+2	62
2	C.May	422	HSC	6+2	23+2	-	15+2	50
3	A.Green	376	WYC	16+2	21	-	6+2	47
4	P.Scovell	392	WYC	18+2	24	-	-	44
5	J.Cadenhead	174	WYC	8+2	27	-	-	37
6	R.Flower	434	TBSC	15	18+2	-	-	35
7	B.Howe	460	SSC	13+2	15+2	-	-	32
8	G.Dexter	98	WYC	4+2	17	1+2	-	26
9	R.Howard	284	TBSC	11	10+2	-	-	23
10 =	M.Clark	145	BTYC	12+2	-	6+2	-	22
	B.Walton	95	WYC	-	22	-	-	22
12	C.Andrews	379	WYC	-	20	-	-	20
13 =	S.Walton	402	SSC	7+2	8+2	-	-	19
	P.Hirst	409	WYC	-	19	-	-	19
	J.Furlong	463	SSC	17+2	-	-	-	19
16	T.Smitherman	461	TBSC	10	6+2	-	-	18
17 =	J. Wren	363	SSC	14+2	-	-	-	16
	G.Summerfield	68	WYC	-	16	-	-	16
19	A.Yates	113	HSC	-	13+2	-	-	15
20	W.Colbourne	99	WYC	-	14	-	-	14
21 =	A.Hones	96	WYC	-	12	-	-	12
	J. Baker	223	SYC	-	-	-	12	12
23 =	P.Staff	31	FGSC	2+2	-	5+2	-	11
	H.Leigh	289	WYC	-	11	-	-	11
	P.Stunt	378	SYC	-	-	-	11	11
	B.Blogg	290	BSC	-	-	11	-	11
27	C.Tucker	250	SYC	-	-	-	10	10

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

W.Prescott	464	SSC	5+2	-	-	-	7
D.Robinson	19	TBSC	1	3+2	-	-	6
A.Izzard	231	FGSC	-	4+2	-	-	6
H.Venables	167	SSC	-	-	4+2	-	6

BSC	-	Blakeney S.C.	SSC	-	Seasalter S.C.
BTYC	-	British Transport Y.C.	SYC	-	Starcross Y.C.
FGSC	-	Fishers Green S.C.	TBSC	-	Tankerton Bay S.C.
HSC	-	Highcliffe S.C.	WYC	-	Worthing Y.C.
TBSC		Tankerton Bay S C			

BOATS FOR SALE

C 383 - G.R.P. Chute, Trailer, Launching Trolley.
 Mr. Newlands, 11 Horne Park, Ilfracombe, Devon.

C 463 - G.R.P. Chute, Centre main.
 J.Furlong, Upper Ansdore, Waltham, Canterbury.
 'Phone - Petham 424.

C 431 - Wood. Kit built
 D.Ings, 146 Bullbrook Drive, Bracknell, Berks.

NATIONAL CHAMPIONSHIPS. 34 Entries:-

4th - 9th August, 1974.
SEASALTER SAILING CLUB.

Highcliffe S.C.	9	Fishers Green S.C.	2
Seasalter S.C.	8	Starcross Y.C.	1
Worthing YC	5	Blakeney S.C.	1
Tankerton Bay S.C.	4	Stewart by Water S.C.	1
South Cerney S.C.	2	Unattached.	1

			<u>Monday</u>		<u>Tuesday</u>		<u>Wednesday</u>		<u>Thursday</u>		<u>Friday</u>		<u>Overall</u>		
			<u>Sussex</u>		<u>Lucas Cup</u>		<u>Chairmans Cup</u>		<u>Herbert Trophy.</u>		<u>City of Plymouth Cup</u>		<u>Results.</u>		
<u>Boat</u>	<u>No1</u>	<u>Helmsman</u>	<u>Club</u>	<u>Salver</u>	<u>Pts.</u>	<u>Posn.</u>	<u>Pts.</u>	<u>Posn.</u>	<u>Pts.</u>	<u>Posn.</u>	<u>Pts.</u>	<u>Posn.</u>	<u>Pts.</u>	<u>Posn.</u>	
422	C. May		HSC	3	3	3	3	3	3	3	1	4	4	8 $\frac{3}{4}$	1
392	P. Scovell		WYC	2	2	2	2	3	3	4	4	2	2	9	2
119	M. Thurgar		WYC	14	14	5	5	3	1	6	6	3	1	12 $\frac{1}{2}$	3
449	D. Black		HSC	8	8	11	11	4	4	2	2	3	3	17	4
463	J. Furlong		SSC	5	5	9	9	6	6	3	3	5	5	19	5
434	R. Flower		TBSC	4	4	7	7	5	5	5	5	6	6	20	6
207	P. Poyner		SCSC	3	1	3	1	13	13	32	RET	7	7	21 $\frac{1}{2}$	7
339	D. Tarrant		SCSC	9	9	6	6	11	11	32	RET	9	9	35	8
450	B. Howe,		SSC	24	24	14	14	7	7	10	10	8	8	39	9
164	I. Pike		HSC	12	12	4	4	12	12	14	14	18	18	42	10
167	H. Venables.		SSC	10	10	10	10	34	DNS	11	11	11	11	42	11
98	G. Dexter.		WYC	20	20	13	13	9	9	9	9	12	12	43	12
376	A. Green.		WYC	6	6	22	22	8	8	8	8	30	RET	44	13
401	L. Lanham.		SYC	11	11	37	DISQ.	16	16	7	7	10	10	44	14
363	J. Wren.		SSC	19	19	12	12	10	10	12	12	15	15	49	15
289	H. Leigh.		WYC	7	7	20	20	15	15	16	16	30	RET	58	16
113	A. Yates.		HSC	25	25	21	21	14	14	13	13	14	14	62	17
71	I. Mansfield.		HSC	13	13	8	8	33	DISQ	15	15	20	20	69	18
231	A. Izzard.		FGSC	15	15	19	19	30	RET	20	20	17	17	71	19
464	W.Prescott.		SSC	18	18	15	15	21	21	34	DNS	21	21	75	20
396	A. Close		SWSC	17	17	18	18	30	RET	17	17	34	DNS	76	21
402	S. Walton.		SSC	26	26	23	23	20	20	32	RET	16	16	85	22
284	R. Howard		TBSC	33	RET	24	24	22	22	18	18	23	23	87	23
418	A.Kermode		HSC	22	22	15	16	34	DNS	21	21	30	RET	89	24
398	D.Hawes.		HSC	37	DISQ	30	30	17	17	32	RET	13	13	92	25
248	F. Pettitt.		SSC	29	29	29	29	19	19	32	RET	19	19	96	26
461	T. Smitherman.		TBSC	23	23	26	26	18	18	32	RET	30	RET	97	27
332	J. Gough		TBSC	28	28	25	25	33	DISQ	19	19	24	24	97	28
69	J.McPherson		HSC	16	16	17	17	34	DNS	32	RET	34	DNS	99	29
440	K. Simpson		HSC	27	27	31	31	23	23	32	RET	22	22	103	30
269	R. Beavis		BSC	21	21	27	27	30	RET	32	RET	30	RET	108	31
31	P.Staff		FGSC	30	30	28	28	30	RET	22	22	30	RET	110	32
268	R. Chapple.		SSC	33	RET	32	32	34	DNS	32	RET	34	DNS	131	33
410	B. Sherlock.		--	34	DNS	34	DNS	30	RET	34	DNS	34	DNS	132	34

BOATBUILDER

Zygal Boats will produce the Seafly in G.R.P. and hope to be in production early in the new year.
Write for details to:

Zygal Boats,
Whitstable,
Kent.

Cardiff CCPR Dinghy Exhibition held on November 16/17th, 1974

South Cerney Class Captain, Dave Tarrant, and five Seafly Members dashed off at short notice to Cardiff to show a Seafly, resulting in a lot of enquiries and interest shown in the boat.

Walsall CCPR Dinghy Exhibition held on 23/24th November, 1974.

Two boats were shown at Walsall. Jim Furlong's G.R.P. Seafly - 463 and Colin May's 422 wood Seafly, whose hull looked remarkably like Ken Loft's boat, as Colin had had problems.

This show was affected by the bomb outrages at Birmingham on the previous Thursday night. More people visited the show than last year, but did not stay long. This gave Class representatives the impression not so many came. Thanks to Ted and Colin May and to Betty and Ken Lofts for the running of the stand.

A walk around the show is always interesting and gives a chance to chat with members of other Classes and people, generally, with a common interest. Boats seem to have simpler fittings this year. I liked the sails by Suggit Sails, Bromsgrove and by Progress Sails, Westbury-on-Trym, Bristol.

Burnham Icicle - 4th & 5th January, 1975.

Colin May will represent the Class at the Royal Corinthian. Come along and help back up the Class.

CCPR Dinghy Exhibition, Crystal Palace - 22nd & 23rd March, 1975.

We shall need volunteers to man the stand at Crystal Palace. It would be much appreciated if any members coming to the show could spare an hour to relieve those running the stand, as they will have to be on duty from 9.30 to 5.30 each day.

SUBSCRIPTIONS

Please pay your subscription for 1975 promptly, as the Association is still short of funds. Our bank balance is below £40.00.

SEAFLY DINGHY CLASS ASSOCIATION

MEMBERSHIP FORM

Secretary:

P.E.Scovell
26 Chestnut Grove,
South Croydon, Surrey.

Return to Treasurer:

H.Venables,
Cedrus House,
Dry Bank Road,
Tonbridge, Kent, TN10 3BS.

I enclose my subscription for 1975
Full Membership £2.00
Associate Membership £1.00

NAME.....BOAT NO.....

ADDRESS.....BOAT NAME.....

.....CLUB.....

.....

Cheques or Postal Orders payable to "Seafly Dinghy Class Association".