

SEAFLY DINGHY CLASS ASSOCIATION

AUTUMN NEWSLETTER - OCTOBER 1976

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EDITORIAL

Another sailing season has, regrettably, come to an end and for most of us it means laying up the boat for the winter. But once again we can look back on a summer of enjoyment, this year in marvellously warm weather, even if sometimes a little short of wind. Old friendships renewed and new ones formed - this is one of the great things about sailing, particularly in a friendly class such as ours. This is borne out by the fact that 13 (more than a third) of the entry of 33 in this year's National Championships had a 'family crew'; including four out of the first six boats overall.

Enthusiasm has been well maintained this year, although entries to some events were a little down, possibly reflecting the hard economic times we now live in. But at least the 25% rate of VAT is now only a bitter memory. One slightly disturbing feature is the lack of sales of new boats by Zygol Boats, now the owner of the copyright of the plans. The Class Association and membership has gone to great lengths to extend interest in the Seafly, examples being the efforts made at the Cardiff Dinghy Exhibition last year and the decision to stage next year's Nationals at Brancaster in Norfolk. Unfortunately the builder has not seen fit to promote the boat by advertising, demonstrations, etc. and the class is not growing as fast as we would wish.

Looking ahead to 1977, clubs will now be drawing up their sailing programmes and arranging open meetings. Fleet captains are asked to let Ted May know as soon as the dates of their opens are fixed so that clashes can be avoided if possible. Better still consult Ted before your club's open is fixed, if you can. Ted's address is 36 Fairfield, Christchurch, Dorset. (Tel: Christchurch 2098).

I cannot close my final editorial without offering my thanks to all those who have helped with news and other contributions over the last four seasons. I must also pay tribute to the Venables family who have so speedily typed, duplicated and distributed each issue. With all the help the job has been most interesting and rewarding and I like to think that the Newsletter plays no small part in keeping the membership in touch, which is essential for the well-being and progress of the class. For the time being Ted and Denise May are taking over the editorship and I wish them all success - please give them all the support you can.

Alan Green.

Message from Chairman (Ted) May.

I had great pleasure in presenting the Dolphin Trophy to Dick Flower and Tony Gillingham who, along with other intrepid travellers, have made this competition a worthwhile trophy to win. It seems so few years ago that I met Dick at the Highcliffe Nationals when he sailed at the back of the fleet and had difficulty in keeping up with the Mirrors in the following race. Well done Dick and Tony. I hope those who travel the circuit appreciate the hospitality given by the Clubs and value the friendships that have sprung up over the years. If you have not tried it "Don't be fright" the rules and starts are not really frightening - having crewed at the front and dined at the back!! Come and join me for tea next year at the gybe mark. Always remember in every race there are three races - the front, middle and back - so all competition is relative.

We had a short meeting of the new committee at Seasalter and the result was I have taken the chair again with arm well twisted. Tony Gillingham has taken over as Secretary from Peter Scovell. Peter will stay with us and his help will be greatly appreciated in the future as his service to the Association has been in the past. Our thanks to Vera for the hospitality she has extended to the committee in the past; also her patience in answering calls from all and sundry during Peter's Secretaryship. We welcome Phillip Threlfall from Exe S.C. to the committee who will liaise with us in the West Country. Derek Hawes will remain as Treasurer and your support to him is prompt payment of dues, with an effort to increase membership. Otherwise your committee is as listed under the Report on the AGM.

The Association will support the London Dinghy Show next year and also Walsall and Cardiff shows if held. Please give us practical support at these shows. South Cerney gave terrific support at Cardiff Show last year but I was very disappointed with Picketts Lock and this was the Premier Show!!

Who can make an attractive 8 ft Banner with the Seafly insignia and name on it? Please, please, some good colour action photos. Also some with the family in - we'll even pay for them if necessary.

We are very sorry to lose Alan Green from the committee and as Editor; many thanks for your service to us all Alan and a happy term of office in the Worthing Club. For the time being please forward all Newsletter items to me at 36 Fairfield, Christchurch. The Newsletter is the link we have with all the clubs and members, so let us have your copy. Flattering, controversial, begging or borrowing.

What are your views on the future projection of the Seafly?
What are you doing during the winter period?
What proof is there that an Albacore is faster than a Seafly?
Why do people fit centre mains?
I am not convinced that a Seafly is difficult to right when capsized, unless stuck in the mud.
Who has made a mast for a Seafly - and how?
Is it hard to make sails?
Why did you buy a Seafly and what makes you keep it?
What do the wives feel about sailing, Open Meetings, Nationals?
Who owns boats ONE, FIVE & NINE?
I feel clubs should credit owners who go to open meetings with average points for their fleet series.

NOW WRITE TO ME PLEASE.

Ted May.

SEAFLY HANDICAP

I make no apology for raising this subject once again since it was reported at the AGM that despite representations from several clubs the R.Y.A. had not seen fit to amend the Seafly Handicap; indeed we now have a primary yardstick, the definition of which is "Well attested by many clubs" !

Talking around the members of different fleets most, although not all, seem to agree that the handicap puts the Seafly at a disadvantage in general handicap racing and to my mind it is a strong reason why the boat has not advanced as fast as it should. Prospective buyers who want to race may well be put off if they think their boat will not be competitive and it should be remembered that before a class can be established in a club the first pioneers have got to sail in the handicap fleet. If the first Seafly introduced into a club does not do very well others are not likely to follow suit.

At Worthing we have for years competed against a Scorpion Fleet of very similar talent to our own - some very good, some just average and some indifferent - as one finds in most clubs. The Scorpion is a little shorter than the Seafly, and less beamy; it has nearly as much sail area and is very much lighter. And yet its handicap is 94 compared to the Seafly's 93. Year by year our experience is that crews of similar ability in the two classes fight it out round the course neck and neck, but of course the Scorpion always wins on corrected time.

There is no doubt in my mind that the Seafly handicap should be 94, but the only way to get the R.Y.A. to change it is for every club where the boat is sailed to recommend 94 in the annual return to the R.Y.A. made at the end of each season. So I ask all fleet captains to contact their sailing secretary now and impress on him the essential necessity of sending his recommendation to the R.Y.A. before the closing date on 1st November.

Alan Green

A SEAFLY IN THE SCILLIES

An interesting letter has been received from Andy Brooks who, besides being secretary of the sailing club at St. Mary's in the Scillies, runs a boat business and owns Seafly C-146 'Fanatic' which he uses for tuition and daily hire. He mentions that he receives much favourable comment from the many different people who sail his boat and is surprised that the class has not developed faster. He finds the Seafly an ideal boat in the heavy weather and big seas experienced in the Scillies. He promises to send an article on his experiences with a Seafly and offers a cordial welcome to any Seafly owners who may be on holiday in St. Mary's.

1976 ANNUAL GENERAL MEETING

The AGM was held as usual during the National Championships at Worthing Y.C. About thirty members attended.

On matters arising from the minutes the Secretary, Peter Scovell, said that the R.Y.A. had told him that only three clubs had sent in handicap returns for the Seafly. Also Harry Leigh had been in touch with the R.Y.A. who had said that there was not enough evidence to justify a change in handicap.

The Chairman, Ted May, giving his report said that it had been a comparatively quiet year. He thanked all those who had supported the observance of the Class Rules and in particular those who had brought their boats within the Rules. The Dinghy Exhibition at Cardiff had been very successful, thanks to the help and support received from South Cerney members. On the other hand, the membership had not supported the C.C.P.R. exhibition at Picketts Lock, but there had been many enquiries and the name of the Class had been spread in new areas. Zygol Boats had sold 12 hulls, but were now moulding only to order, although quick delivery was offered. One or two individuals had been authorised to build wooden boats. Support at Open Meetings had declined a bit this year and he thought one possible reason was the loss of points in class races at home. Finally, he thanked the committee for their year's work, in particular Peter Scovell and Alan Green who were stepping down as Secretary and Editor respectively, and also Harry Venables for printing and distributing the Newsletter.

Peter Scovell, in his secretary's report, said that due to the economic climate there had been some falling away of interest, but he looked for an upturn next year and already Tony Fielden was making a great effort at Rutland S.C. He felt that the Class now needed a new impetus and enthusiasm to carry it forward. Although retiring as Secretary he would still be working for the Association.

The Treasurer, Derek Hawes, reported a membership of 106 and 11 associates, a little down on 1975, but with £234 in hand the finances were healthy and there was no need to seek an increase in fees. He appealed for prompt payment of subscriptions immediately after 1st January, preferably by cheque.

There was one nomination for the committee and the remainder were elected under Rule 8 of the Constitution. The committee is now constituted as follows:-

Chairman	E. May	Highcliffe S.C.
Secretary	A. Gillingham	Seasalter S.C.
Treasurer	D. Hawes	Highcliffe S.C.
Members	R. Risbridger	Tankerton Bay S.C.
	P. Scovell	Worthing Y.C.
	P. Threlfall	Exe S.C.
	H. Venables	Bough Beech S.C.
	S. Walton	Seasalter S.C.

→ Roger Cooper, Worthing Y.C. was elected as Hon. Auditor.
→ Phil Threlfall will act as correspondent for the West of England.

→ The nine amendments to the Rules of Measurement and Construction on pages 18-20 of the Class Handbook, which were agreed by the committee during the year, were approved unanimously. (These amendments were printed in the April and July Newsletters).

A proposal to abolish the compulsory annual buoyancy test and to substitute an annual inspection, leaving it to the discretion of measurers whether to insist on a full test was discussed at some length and was eventually carried by 22 votes to 15, including 9 proxies. In the course of discussion it was felt that the immersion test as at present defined did not go far enough because it did not test the tops of the buoyancy tanks. There was also a general feeling that the Seafly had too much side buoyancy and therefore was prone to complete inversion after a capsize. The Chairman called for suggestions from the membership generally on these two points and promised that the committee would look into them. (If you have any ideas on this subject, please write to Ted May.)

Another proposal to limit entry to the National Championships to those who either owned or regularly sailed in a Seafly was heavily defeated.

Looking ahead to 1977 the Chairman reported that arrangements were well in hand with Brancaster S.C. in Norfolk, to stage the Nationals next year. He had visited the club and found the set-up very impressive. There was adequate sheltered water if necessary and in good conditions racing could take place out at sea. The date was likely to be the last week in July, commencing on 24th July. He appealed to clubs to notify him of the dates of their Open Meetings as early as possible so that clashes could if possible be avoided. As regards 1978 he had had very little response to his request for suggested alternative venues and it was agreed by the meeting that an approach should be made to Highcliffe S.C. to run the Nationals in conjunction with the Javelin Championships.

Business being concluded, Britt Hand proposed a vote of thanks to the committee and all present adjourned to the bar.

SEAFLY WEEK 1976

This year the Seafly National Championships were held at Worthing Yacht Club in the second week of August. The sun shone throughout the week making it a real seaside holiday and the host club's fine new clubhouse provided an admirable headquarters. 33 entries from 12 clubs were not quite up to expectations - it is rumoured that some owners were afraid of losing a little paint on Worthing's beach, and yet not a single boat suffered any damage during launching or beaching. Sadly the 1975 National Champion did not defend his title, but Morris Arthur from Blakeney, Champion in 1971 and 1973 returned as usual, this time in a boat he had not had time to prepare properly, and very nearly pulled it off again.

It also gave everyone much pleasure to welcome two great hearted chaps all the way from Newcastle in County Down; Peter Wilkin who is commodore of his club, and Will Hawthorne, and their crews Mark Lucas and Tony Laverty. Other newcomers were Ron and Patrick Littlejohn (Starcross) who sailed very consistently in mid fleet, Vic Birtles and Peter Rowe (Blakeney), Martin and George Keen (Craven S.C.) and Peter and Jean Fisher (Solartron S.C.) who all enjoyed themselves although at the back of the fleet. You have to start somewhere!

The week began with Worthing's commodore, John Osment, reading a telegram of best wishes from Peter and Daphne Fullagar of Canberra Y.C., whom many will remember at Plymouth last year, which set the scene admirably. Race Officer, Eddie Dunhill, using a committee boat, went to great trouble every day to set true windward starts, although sometimes a shifting wind spoiled his efforts slightly.

The Practice Race on Sunday was held in a good force 4 easterly which built up big seas and made the beats against a strong tide very hard work. Visibility was poor and owing to a wind shift at the start over half the fleet, unable to see the windward mark, set off for the wrong mark. However, John Slater and David Black from Highcliffe in 'Cherokee' (C459) made no mistake and were first at the windward mark, followed by Bob Risbridger and Clive Nicholls from Tankerton Bay in 'Aqua-ker-da-bra' (C434) and Peter Wilkin and Mark Lucas from Newcastle in 'Nososlo' (C482). After 1½ hours it was clear that only some 13 boats were going to complete the correct course and the race was shortened after the 'sausage'. John Slater used his spinnaker to build up a substantial lead and he was followed home by Peter Wilkin and Bob Risbridger, with Roger Beavis and Dennis Aberdien from Blakeney in 'Easy Rider' (C269), also using their spinnaker well to pull up to fourth place. Will Hawthorne and Tony Laverty, from Newcastle S.C. sailing 'Conchitta' (C196) were fifth.

Monday's race for the Sussex Salver started in a 4-5 north-easterly, which proved very shifty off the shore, particularly near the windward mark set to leeward of a tall block of flats. All 33 entrants got away to a clean start although 3 later retired. At the windward mark Will Hawthorne led from Dick Flower and Tony Gillingham from Seasalter in 'Graded Grains' (C477) and David and Alan Scovell of Worthing in Trantula (C392) who hit the mark however, and had to re-round. By the wing mark Peter Scovell and Ray Ditch, Worthing in 'Mantis' (C492) were in the lead but having collided with Jim and Monica Furlong from Tankerton Bay in 'Muchado' (C470) had to do a 720° turn. The strong westerly tide played a big part on the beats and it paid to stay in-shore. At the end of the first lap Will Hawthorne was ahead of Dick Flower followed by Morris and Erik Arthur from Blakeney sailing 'La Mouette' (206) who unfortunately broke a pintle on the third lap and retired. The race was won by Dick Flower, with Will Hawthorne second, Peter Scovell third, John Slater fourth and Roger Cooper and Steve Cottrell of Worthing in 'Amazing' (C422) fifth.

For the Lucas Cup on Tuesday the wind at the start was even stronger; a good force 5 from the north-east. So strong indeed that 6 boats withdrew before the start and 2 retired later - mostly with minor breakages. It was also nearly too strong for Dick Flower who provided the laugh of the week by falling out of 'Graded Grains' seconds before the starting gun and was to be seen frantically swimming after his boat towards a spinnaker pole proffered with great presence of mind by Tony Gillingham! He made it back on board just as the boat crossed the line. First to the windward mark was John Slater, followed by Roger Cooper and Jim Furlong. The wind eased after the first beat and eventually dropped to force 2-3, with holes. At the end of the first lap John Slater led from Morris Arthur and Jim Furlong, but Morris fell back and at the final gun the order was: first, John Slater; second Dick Flower; third Jim Furlong; fourth Roger Beavis who pulled up from 9th on the last lap, and fifth Roger Cooper.

The wind went round to the south-west, very light, for the start of the Chairman's Cup race on Wednesday, but later it picked up a bit and with the changed conditions new faces appeared at the front of the fleet. All 33 boats started and completed the course. Peter Scovell was first round the windward mark, followed closely by Brian and David Blogg from Blakeney in 'Turmoil' (C290) and Roger Cooper. However, by the end of the first lap Philip and Alison Poyner from South Cerney sailing 'Seabat' (C207) had pulled into the lead from Brian Blogg and John Slater. The Poyners held their lead to the end although the next few places changed constantly and eventually Morris Arthur came in second with Brian Blogg third, John Slater fourth and Peter Scovell fifth.

After three races the overall lead was held by John Slater with Dick Flower second, Roger Cooper third and Roger Beavis and Peter Scovell equal fourth.

On Thursday the wind was even lighter for the Herbert Trophy and there was a 15 minute postponement to let it fill in a little, but it died again soon after the start, eventually picking up to force 1-2 from the south-west. Wind was very hard to find on the first beat, but somehow Brian Blogg found it and was clear ahead of David Scovell and Philip Poyner at the windward mark. The first reach became a fetch and for the subsequent beats it paid to stay in-shore where, for some odd reason, there was more tide to assist. The first four positions remained the same until the final lap, when Peter Scovell overhauled Philip Poyner. So the winner was Brian Blogg, with David Scovell second, Peter Scovell third, Philip Poyner fourth and Morris Arthur fifth. All boats finished.

The overall position after four races, allowing for a discard, was extremely interesting. John Slater had $8\frac{3}{4}$ points, Philip Poyner $10\frac{3}{4}$, Peter Scovell 11, Dick Flower $11\frac{3}{4}$, Brian Blogg $12\frac{3}{4}$ and Morris Arthur and Jim Furlong 15. Indeed Roger Beavis in 10th place had only 19 points and then there was a gap of 15 points to the 11th boat. So any of the first 10 helmsmen was in with a chance for the championship and every thing depended on the last race.

Friday (the thirteenth!) dawned with no wind at all - shades of Plymouth - but Eddie Dunhill got everyone afloat on time so as to be ready to take advantage of the wind as soon as it appeared. After an hour's postponement, during which many crews cooled off in the sea, there was just enough wind to set a proper line, but for once the eager beavers, no doubt impatient at the long delay, overdid it and with the committee boat's view obscured there was no alternative but a general recall. Then the wind shifted, the line was re-laid and eventually all 33 boats got away 1½ hours late. It was desperately slow progress against a foul tide, but Roger Beavis took just the right line to reach the windward mark first followed by the other Blakeney boys, Brian Blogg and Morris Arthur. These three led all the way with David Scovell and Philip Poyner not far behind but as the going got slower it looked as if no-one would finish within the 3 hour time limit. Fortunately, Morris Arthur made it with a little to spare, with Brian Blogg second, Roger Beavis third, David Scovell fourth and Philip Poyner fifth. Brian had been third at the start of the final beat, but by passing Roger Beavis he clinched the championship by a single point. Had the race officer shortened course the final results would have been considerably different. Only 21 boats made it within the additional half hour allowed

The overall results were very close with a different winner in every race. Only 2½ points separated the first five boats and second and third positions had to be decided on discards. The Canberra Trophy presented to the Seafly Association by Peter Fullagar at Plymouth last year on behalf of the Australian Seafly Association, was won by Blakeney S.C. with their three best boats scoring 52½ points to Worthing's 64 points. It was a nice touch at the prizegiving when Vic Birtles, the fourth entrant from Blakeney, who persevered all week at the back of the fleet, was asked by his clubmates to accept the Trophy from the Mayor of Worthing, Councillor Mrs. Frampton, who presented the prizes.

Final overall prizewinners were:-

	<u>Points</u>	<u>Helm</u>	<u>Crew</u>	<u>Club</u>	<u>Boat</u>
1st	14¼	B.Blogg	D.Blogg	Blakeney SC	C290 Turmoil
2nd	15¼	P.Poyner	A.Poyner	S.Cerney SC	C207 Seabat
3rd	15¾	M.Arthur	E.Arthur	Blakeney SC	C206 La Mouette
4th	16¼	J.Slater	D.Black	Highcliffe SC	C459 Cherokee
5th	17	F.Scovell	R.Ditch	Worthing YC	C492 Mantis
6th	19	D.Scovell	A.Scovell	" "	C392 Tarantula
7th	20¾	Dick Flower	T.Gillingham	Seasalter SC	C477 Graded Grains
8th	22	R.Beavis	D.Aberdien	Blakeney SC	C 269 Easy Rider

The full results are published elsewhere in this Newsletter.

The cup for the First Owner/Helmsman went to Brian Blogg and the First Lady Home was Alison Poyner. A special prize was awarded jointly to Peter Wilkin and Will Hawthorne who must have travelled at least twice as far as anyone else to reach Worthing from Northern Ireland. Ted May presented a plaque to Bill Prescott of Seasalter who has competed in more Nationals than the rest of us can remember.

Finally the Association must express its sincere thanks to the members of Worthing YC, led by Eddie Dunhill, who worked so hard in all departments to organise a memorable week.

SEASALTER OPEN MEETING - 11th & 12th September

In company with the Mirrors we went to the line with fourteen Seaflyes and the threat of force 7-8 winds. No doubt some thought we might have to shorten course so maybe this was the reason Morris Arthur started five minutes late in a new Zygol boat and then proceeded to move through the fleet and finish in third position. Who said that plastic boats don't go? This was a fine example of real racing helmsmanship and hard crew work. I'm told Morris only collected the hull

two weeks previously. These remarks should not detract from the fight at the front of the fleet between Peter Scovell and Dick Flower, Peter winning that round. This race must have brought the best out in all of us. Even we didn't stop for tea and biccies on the run and came in seventh.

The second race brought sixteen to the line with quite a fight for positions in the early stages with a beat that split the fleet well. The wind dropped a little, but sailing was more than interesting, particularly for yours truly in his rightful place taking tea at the gybe mark. Morris won this race with Dick Flower and Tony Gillingham second, Jim and Monica Furlong third.

Sunday morning brought a contrast, having dug ourselves in for a bad night we woke to no wind and long faces but still the threat of bad weather all round us. It is so quiet it is said you could hear Stan Walton slam the back door and knock some Pilgrims off the way as he charged for the start. With the change of weather, other faces showed to the fore, including Mac Hambling from Blakeney in C205. (Some may remember Morris helmed this boat in the past with fine results) but once again Dick and Peter got to the front with a win for Dick, Peter second, Mac Hambling third.

There was quite a change in the last race. David Scovell showed father roun (oh how I know the feeling Peter). Bob Risbridger found some speed; Morris once again to the fore and Mac following. I'm sure Benny was pleased to be crewing in that last race as Harry and he wert well up the fleet for most of the race.

It is difficult to report a race and participate, but I felt we all had a very good meeting for our final official Open of the season and a reasonable turn-out. Our thanks to Seasalter SC, Derick Austin for the race organisation and his wife Ann for presenting the prizes.

THE DOLPHIN TROPHY

Although 1976 had the most settled fine weather for many a long year, most of the Open Meetings, as it happened, were held either before or after the fine spell. So in a season of generally gentle winds, at least three meetings - at Highcliffe, Starcross and Seasalter - were held under the threat of gale force winds which undoubtedly kept some people away. The fact that in each case the worst never happened goes to prove that you can never rely on the English weather to remain the same for long and that you should not allow yourself to be put off by the weather forecast.

However 24 members did travel to at least one away meeting and there were 98 entries at the six meetings. Once again the Dolphin Trophy will have a new name engraved upon it, which is as it should be. Dick Flower and his crew Tony Gillingham took 'Graded Grains' to five of the six meetings, won two of them and clocked up a total of 85 points. Runner-up was Peter Scovell, crewed by Ray Ditch in 'Mantis' built by Peter last winter, who scored 64 points. The full results will be found elsewhere in this Newsletter.

1977 DIARY

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| 1st January | Annual Subscriptions due to Treasurer (£2). |
| 19/20 March | C.C.P.R. Dinghy Exhibition, Pickett's Lock, Edmonton, London, N9. |
| 4/5th June | Highcliffe SC Open Meeting. |
| 18/19 June | Worthing YC Open Meeting. |
| 24/29 July | NATIONAL CHAMPIONSHIPS, BRANCASTER STAITHE SC, Norfolk. |

BRANCASTER STAITHE SAILING CLUB

With the aid of our unpredictable weather, a warm sunny weekend was enjoyed both those who went to Brancaster Sailing Club to try out next year's sailing area for the Championships.

Three races were sailed over Saturday and Sunday, giving a chance on all the possible courses available.

The Harbour area which is land-locked will provide sailing for when winds and sea are too rough for outside courses to be laid. The area is like three fingers and would allow a course of about two miles a lap to be set..

When outside at sea for racing it is about $\frac{3}{4}$ mile to the start, depending on wind direction.

The shore side of sea is firm sand beach with dunes behind, which will be appreciated by kids for digging up, etc. This area can be reached by non-sailors by going to the Golf Club Car Park and 5 minutes walk through the gap in dunes.

We came ashore between races on Saturday. It might be a good idea to take a picnic there on the way out and stop after races.

The facilities at the Club House are superb: good bar, big changing room, drying room, sun lounge, free car park.

A Camp Site is to be arranged. A garage in Brancaster supplies bottled gas etc., and a village shop supplying most other things. The nearest town is Hunstanton, but we did not visit it. Ted May says it is pleasant seaside resort and has booked 'digs' there.

It was an immensely enjoyable weekend. Peter Staff and the Venables family swelled the fleet from Blakeney to 12, I think.

Make it a holiday next year - last week of July for the Championships.

FOR SALE

Seafly C381, GRP, Elvstroms, 2 suits of sails (1 new) S/S rigging, Road Trailer with spare wheel, Launching Trolley, Certificate. Very good condition - £495.
P.Fisher, 16 Gumbrells Close, Fairlands, Guildford, Surrey.
Tel: Worplesdon 2453.

Seafly 113, Moores Hull, IYE Mast, Spinnaker Chute, Trolley, Trailer, Cover. In very good condition. £425.
A.Yates, 21 Cooper Road, Ashurst, Southampton.
Tel: Ashurst 2658.

SEAFLY WANTED.

J.Howard, 261 Findon Road, Worthing, West Sussex. Tel: Findon 2720.

STOP PRESS.

Peter Scovell is now Class Captain at Worthing Yacht Club.

South Cerney Open Meeting - 15th May 1977
Tankerton Bay " " - 21st & 22nd May, 1977

ZYGAL BOATS 'POLICY OF SALES' FOR THE SEAFLY

Zygal Boats will lay in a small stock of boats during the winter but are pleased to receive orders on a 4-6 week delivery basis. They hold a good stock of spars which should suit the individual tastes of ~~of~~ different crews. Sails are also available. This means our new members can get on the water from delivery without the worry of where to get this or that.

Prices: £675 incl. Sails + VAT. - Cruising
£755 " " + " - Racing

Hulls: When available - on application.

You will also be able to apply to Zygal Boats for permission to 'home-build' a wooden boat. This permission is given on a strictly amateur basis and it will not be Zygal's policy to date to license professionally built wooden boats.

Royalty will be £30.00 + VAT.
Plans: £10.00 + VAT.

The Class draws attention to Rule 2-1: "The Measurement is initially the verification of certain dimensions and must be substantiated by either a Seafly Class Measurer or a recognised R.Y.A. or Club Measurer. In addition to the particular dimensions, it is also an acceptance that the boat conforms to drawings and Rules of Measurement and Construction."

SEAFLY NATIONAL CHAMPIONSHIPS

8 to 13 August 1976

33 Entries:-

WORTHING YACHT CLUB

Worthing YC	10	Fishers Green SC	2
Blakeney SC	4	South Cerney SC	1
Highcliffe SC	4	Starcross YC	1
Seasalter SC	3	Craven SC	1
Tankerton Bay SC	3	Solartron SC	1
Newcastle SC	2	Bough Beech SC	1

Boat No.	Helmsman	Club	Monday Sussex Salver	Tuesday Lucas Cup	Wednes. Chairman's Cup	Thursday Herbert Trophy	Friday City of Plymouth Cup	OVERALL RESULTS	Pts.Psn.
			Points	Points	Points	Points	Points		
290	B.Blogg	BSC	9	39+	3	$\frac{5}{4}$	2	14 $\frac{3}{4}$	1
207	P.Poyner	SCSC	15	6	$\frac{5}{4}$	4	5	15 $\frac{3}{4}$	2
206	M.Arthur	BSC	33*	8	2	5	$\frac{7}{4}$	15 $\frac{3}{4}$	3
459	J.Slater	H6G	4	$\frac{5}{4}$	4	8	8	16 $\frac{3}{4}$	4
492	P.Scovell	WYC	3	11	5	3	6	17	5
392	D.Scovell	WYC	8	7	6	2	4	19	6
477	R.Flower	SSC	$\frac{5}{4}$	2	9	10	9	20 $\frac{3}{4}$	7
269	R.Beavis	BSC	7	4	8	9	3	22	8
470	J.Furlong	TBSC	6	3	13	6	11	26	9
422	R.Cooper	WYC	5	5	7	11	12	28	10
159	K.Colbourne	WYC	14	13	23	7	7	41	11
69	J.McPherson	HSC	13	28*	11	15	10	49	12
174	J.Cadenhead	WYC	17	9	12	16	13	50	13
434	R.Risbridger	TBSC	11	14	10	17	33*	52	14
196	W.Hawthorne	NSC	2	39+	18	18	16	54	15
60	R.Littlejohn	SYC	10	39+	14	12	14	56	16
482	P.Wilkin	NSC	10	10	20	21	33*	61	17
376	A.Green	WYC	18	12	16	22	18	64	18
460	B.Howe	SSC	19	15	24	13	20	67	19
464	W.Prescott	SSC	21	22	15	19	15	70	20
31	P.Staff	FGSC	26	18	17	14	21	70	21
98	G.Dexter	WYC	12	17	21	20	33*	70	22
155	G.Hand	HSC	20	20	19	23 $\frac{1}{2}$	33*	82 $\frac{1}{2}$	23
289	H.Leigh	WYC	22	19	28	28	17	86	24
270	E.May	HSC	25	25	30	25	19	94	25
461	T.Smitherman	TBSC	33*	16	22	27	33*	98	26
467	H.Venables	BBSC	24	39+	25	23 $\frac{1}{2}$	33*	105 $\frac{1}{2}$	27
480	V.Birtles	BSC	23	23	31	31	33*	108	28
119	D.Stewart	WYC	30	26	27	26	33*	109	29
32	M.Keene	CSC	27	21	32	30	33*	110	30
99	W.Colbourne	WYC	29	28*	26	29	33*	112	31
231	A.Izzard	FGSC	28	24	29	32	33*	113	32
381	P.Fisher	SnSC	33*	39+	33	33	33*	132	33

* Retired

+ Did not start

THE DOLPHIN TROPHY - 1976 - FINAL RESULTS

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

Helmsmen attending away meetings receive 2 bonus points.

<u>Ponn.</u>	<u>Helmsman</u>	<u>Boat No.</u>	<u>Club</u>	<u>SCSC</u>	<u>HSC</u>	<u>TBSC</u>	<u>SYC</u>	<u>BSC</u>	<u>SSC</u>	<u>Total</u>
				Entries:-18	13	19	9	15	19	
1	R.Flower	477	SSC	13+2	11+2	20+2	-	13+2	20	85
2	P.Scovell	492	WYC	-	12+2	16+2	10+2	-	18+2	64
3	A.Green	376	WYC	5+2	2+2	15+2	8+2	-	-	38
4	H.Venables	467	BBSC	-	-	11+2	-	7+2	12+2	36
5 =	M.Arthur	503	BSC	-	-	-	-	16	17+2	35
	J.Furlong	470	TBSC	-	-	18	-	-	15+2	35
7	D.Scovell	392	WYC	-	10+2	-	-	-	16+2	30
8	T.Smitherman	461	TBSC	-	-	14	-	-	13+2	29
9 =	E.May	270	HSC	2+2	7	3+2	-	1+2	7+2	28
	M.Hambling	205	BSC	-	-	-	-	12	14+2	28
11	D.Tarrant	339	SCSC	19	-	-	-	6+2	-	27
12	R.Risbridger	434	TBSC	-	-	17	-	-	4+2	23
13 =	T.Fielden	290	RSC	15+2	-	2+2	-	-	-	21
	J.Wren	363	SCSC	7	2+2	8+2	-	-	-	21
15 =	R.Wilde	161	WhYC	-	-	4+2	-	-	9+2	17
	F.Staff	31	FGSC	-	-	-	-	3+2	10+2	17
17	G.Dexter	98	WYC	-	-	13+2	-	-	-	15
18	A.Clark	145	BTYC	-	-	12+2	-	-	-	14
19	W.Prescott	464	SSC	-	-	5+2	-	-	6	13
20	R.Cooper	422	WYC	-	-	10+2	-	-	-	12
21	L.Weaver	465	BTYC	-	-	9+2	-	-	-	11
22	R.Howard	284	TBSC	-	-	1	-	-	5+2	8
23 =	P.Gray	481	CVSC	4+2	-	-	-	-	-	6
	P.Threlfall	72	ESC	-	-	-	1+2	-	1+2	6

BSC	-	Blakeney SC	2	HSC	-	Highcliffe SC	1
BBSC	-	Bough Beech SC	1	RSC	-	Rutland SC	1
BTYC	-	British Transport YC	2	SCSC	-	S.Cerney SC	2
CVSC	-	Chew Valley SC	1	SSC	-	Seasalter SC	2
BSC	-	Exe SC	1	TBSC	-	Tankerton Bay SC	4
FGSC	-	Fishers Green SC	1	WhYc	-	Whitstable YC	1
				WYC	-	Worthing YC	5