



SEAFLY NEWSLETTER

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OCTOBER 1987.

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There has been a tendency during the past couple of seasons to give the impression that the occupant of this Chair is a somewhat dissolute character with slack jaw and bloodshot eye, sustaining enfeebled invention only by recourse to strong spirits. Those unfortunates for whom the Editor is an everyday sight will endorse this impression but he has been saved again by the diligence of his correspondants who have come to his aid with voluminous copy.

I'm truly grateful. Keep it coming.

That this end of season edition is a bumper is due to them and while it is understandably weighted to an account of the racing circuit, we do like to hear from anywhere that the Seafly is sailed. Otherwise there is a tendency to see the same old names issue after issue. Who does this "Admiral" character think he is any way?

Blakeney? South Herts? Canberra? You cruisers and day sailors?

Adrian turned out to be the star of the 87 Championships although he had to borrow a boat to do it. When asked, Adrian said that there was no truth in the rumour that he had only been waiting for the 20th Anniversary of his father's win. We can truly say, "Welcome back, Adrian!" because he has recently bought another Seafly.

The good news of the season has been the recovery of Peter Jones from serious illness and his return to active sailing.

The bad news, coming out of all the accounts of the night of the Great Hurricane, is of the total loss from the foreshore at Seasalter of Brian Howe's "WHOW!", number 507.

We are also saddened to hear of the recent death of Ted May, Colin's Father. Ted was a great champion of the Seafly and introduced many sailors to the Class, me among them. He is remembered with great affection.

The season of fog and frostbite now upon us, when all proper sailors have cocooned their boats and built up their fires, sensibly marks the end of sailing for the year. Those without sense, may still be found wrestling with frozen sheets in the Lymington river or the Queen Mary Reservoir. See you there.

Otherwise, a very merry Christmas to you and good sailing in '88.

CHAIRMAN: David Hughes.  
"Lynmore", Highwood, Ringwood. 0425-470464

Seafly Sailors.

We are coming to the end of another season. We can be satisfied with the past year. Club racing was well attended - Open Meetings notably well supported. To end the season with over 20 boats at both Seasalter and South Cerney must be reason for encouragement.

Now we have the frostbite series, an excellent opportunity to show off our boat to other sailors. Those who went to the Chew Valley Visitors Day reported an enjoyable day's sailing with alot of interest generated by the Seafly fleet.

But what of the future? How do we maintain interest in our Class?

Go to to a boat show or look in a sailing magazine and you will see how other classes advertise their boat. We put a negligible amount into advertising, so the boat is little known. If some one shows interest, what follow-up can we offer?

I would suggest that at the Crystal Palace Show, each club offers an "Open Day" when interested sailors might come and sail with us in our boats.

But which comes first? The chicken or the egg? The boat or the sailor?

Do you first find your sailor and tell him to wait for his Seafly to be built? Or do you have a boat available so he doesn't go and buy an Enterprise, a Wayfarer or a Wanderer off the shelf.

Good Seafly sailing!

David Hughes.

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TED MAY

Ted May, who died last summer, was actively involved in the Seafly Association for many years. He was a member of Highcliffe Sailing Club and served a term as Commodore. He was an enthusiastic sailor with a gift for communicating his enthusiasm at all levels.

He was Chairman of the Association between 1975 and 1978. At that time the Association was at a crucial point with South Devon Boatbuilders having ceased trading. Ted played a major role in the establishment of Zygal Boats as Class builder. Ted will be remembered for his down to earth humour and for his love of boats and people.

We offer Colin and his family our sincere condolences.

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SECRETARY: Alan Green.

10 Higher Warren, Kingsbridge, Devon. TQ7 1LG  
0548-2972

Annual General Meeting

The AGM at Highcliffe during Championship Week was attended by about 30 members. The Chairman, David Hughes, said that although the Seafly enjoyed a faithful following, we must encourage more members to race. Open meetings had been well supported, but the entry for the Nationals was disappointing.

The Secretary reported a steady year but a decline in membership, which was reflected in the accounts presented by the Treasurer. This showed a deficit for the second year running, due to increasing costs of the Newsletter and the Dinghy Show. To these must be added the costs of issuing the Handbook this year. Since the AGM, it is good to record that, 9 more subs have been received and 5 new members recruited.

The Committee was re-elected as follows:-

Chairman	David Hughes	Highcliffe.
Secretary	Alan Green	Starcross.
Treasurer	Eddie Spicer	Starcross.
Newsletter Editor	Ian Mansfield	Highcliffe.
Printing/Distribution	David Cotgrove	Starcross.
Builder	Colin May	Highcliffe.
Member	Brian Howe	Seasalter.
Member	Mike Robinson	South Cerney.
Member	Mike Hartnell	Worthing.

Amendment to the Rules of Measurement & Construction.

The following new rule was passed at the AGM:-

7.16 Foredeck Height

7.16.1. The height of the foredeck at its aft edge shall be in accordance with the drawings.

7.16.2. Alternatively the top of the foredeck at its aft edge may be the same height as the mast step.

Rules 7.16 to 7.19 to be renumbered 7.17 to 7.20.

Members should insert this new Rule in their handbooks.

A Cruising Seafly.

At the AGM, Colin May outlined his ideas for a cruising version of the Seafly to attract more sales from the family sailor and sailing schools. He proposed a redesign of the cockpit, with lowered side tanks for more comfortable seating. Buoyancy volume would be preserved and the boat could be raced if the Rules of Measurement and Construction were suitably modified. By using cheaper materials and simple fittings, the price could be reduced. A GRP deck could be produced to meet the demand for minimum maintenance.

The Meeting was, on the whole, against such an idea, feeling that the one design concept could be lost. It was pointed out that present Rules allow small inboard seats for the crew. It should be said that all those who attended the Meeting were keen racers with little interest in such a boat. The views of other members whose interests lie outside the narrow confines of the racing scene, would be welcomed.

I would like to hear from anyone concerning this progressive idea which could lead to greater market for the Class.

#### Sail Measurement Form.

Two points of clarification were agreed at the AGM:-

- 1) The measurement 'H' - upper edge of top batten pocket at the luff to the head - should be taken with the luff not under tension.
- 2) The distance between battens and between the lowest batten and the bolt rope at the clew should be measured between the centre lines of the batten pockets.

These points will be incorporated in a new Sail Measurement Form which will be available by early next year.

#### Highcliffe Nationals.

It was sad not to be sailing this year - the first time I did not compete for more years than I care to remember. However from après sail conversation in the dinghy park and the bar, I gather that nearly everyone enjoyed themselves. The entry of 27 was disappointing but both Worthing and Seasalter are to be congratulated on 100% turnout. If every club did as well we could have a fleet 100 strong.

#### The Dolphin Trophy.

Elsewhere in this issue are full reports of the Open Meetings of the past two months. In previous years the winner of the traveler's competition has been clear cut. This year, the ancient formula has been employed and 4wd engaged on the Seafly Calculating Engine.

The formula awards points to each Open Meeting Entrant on a scale of: number of entrants + 1 for first place; entrants - 1 for second; entrants - 2 for third and so on. Visitors at any Open are awarded an extra 2 points.

The Calculating Engine, which is a Mark I digital device, based on a pre-Babbage design, eventually came up with the following results:-

			<u>Points</u>	<u>Opens</u>
1st	Dave Tarrant	South Cerney	70	3
2nd	Ron Cockwell	Highcliffe	66	3
3rd	David Hughes	Highcliffe	62	3
=	Paul Taylor	Highcliffe	62	5
5th	Ian Mansfield	Highcliffe	60	3
6th	Marcus Melanaphy	Highcliffe	56	3
=	Mike Hartnell	Worthing	56	5

Congratulations Dave. The Trophy holder will try to get it to you before the end of next season.

#### Sweatshirts

54 sweatshirts were bought, one remains: colour - Royal Blue, size - 40" chest; anyone's for £ 10.

#### "SAILBOAT '88".

The cost of our stand has increased considerably for this year but the Committee feel that we should continue to be represented at this event. It is the premier shop window for sailing dinghies.

Colin May promised his latest boat, number 649 "Blue Adder". We hope that the new owner, Tim Hoyle of Highcliffe, will go along with the arrangement.

That's all for the 1987 season.

Merry Christmas and Happy New Year!

I am very much looking forward to '88.

Alan Green

DATES FOR YOUR DAIRY:

EVENT : DATE : TIMES  
OPEN MEETINGS 1988-

"BLOODY MARY" : 9th January 1988 : 1030  
Queen Mary S C, Staines.

"POMPEY PERISHER" : 24th January 1988 :  
Portsmouth S C, The Hard.

Anyone attending either of the above should check the dates.

"SAILBOAT 88" : 5&6 March 1988  
Crystal Palace Sports Centre

NATIONAL CHAMPIONSHIPS 1988  
BRIXHAM YACHT CLUB. : 7th - 12th August 1988.

FOR SALE:

Many inquiries are received by the Secretary for all GRP boats.

There has been a turnover of boats in recent weeks, with numbers 69, 621 and 477, all wooden, changing hands. The latest composite boat off the line of CM Marine, number 649, has been sold to a Highcliffe sailor.

C 11 All wood. Trailer. Trolley. FROM £250  
Mike Hartnell, Worthing.

C 95 All wood. Trailer. Trolley. £400  
Mike Hartnell, Worthing. 0903-33625

C 201 All wood, 2 suits sails, spinnaker, chute. £300  
E.Kent. 01-874 8388.

C 388 All wood. Lucas sails. OFFERS  
R Bridge. 0277-364877.

C 425 All wood. Lucas & McNamarras. Cover OFFERS  
R Williams. Clevedon 872777.

## OPEN MEETINGS.

WORTHING OPEN MEETING. Highcliffe Revenge.

Fifteen boats entered for the meeting, with visitors from Starcross, South Cerney, Highcliffe and Seasalter. The race on Saturday afternoon was started well off shore in a brisk northerly breeze and flat sea. Most of the fleet started at the committee boat on starboard but Marcus Melanaphy and David Cotgrove chanced a start at the pin on port to take a flier, only to loose their way with the fast ebbing tide.

However, Marcus soon found his way back to the front and the pattern for the weekend was set with he and Ian Mansfield tusseling for the lead. In a well secured third was Robin Mugridge with Dave Stewart in 119. They were pursued for most of the race by Peter Bailey from South Cerney. But places were soon to change. On the last beat, Marcus unthreaded his mainsheet to allow Ian to pass whilst Peter Bailey dropped a place when Barry and Kerion Thomas slipped by him to take fourth. Unluckiest must have been Rob Odling from Highcliffe who took a swim only yards from the finish and lost three places.

Sunday morning saw a similar slight offshore breeze, but after the first beat the wind swung suddenly to the west, turning the course on its side. In the meantime, Marcus and Ian were engaged in a match on their own (shades of The America's Cup!) and let the fleet sail away. With Highcliffe's honour at stake, Barry Thomas took up the lead and held it to the finish. In a secure second position, untill overtaken by The Admiral on the last beat, was Craig Harris from South Cerney, sailing number 40 in his first open meeting. He was followed by the other half of the match race, which had steadily worked its way through the fleet.

After lunch, conditions were found to have brisked up considerably and only the fittest of the fleet survived them. First to go was Rob Odling, seen to experiment, unsuccessfully, with a loose footed main shortly after the start. The windward work was hard and wet with the softer helmsmen sheltering behind long suffering crews. Crews kept their mouths shut to avoid drowning. The reaches and runs were wild and the leaders revelled in it whilst several experimented with the use of the mainsail as a sea-anchor. Marcus and Ian took their match to the front at an early stage. However a misjudged port tack at a crucial point was to put the final result in doubt. The other survivors, skillfully slaloming the upturned boats were Dave and Carol Cotgrove, Robin Mugridge and the Taylors, in that order.

Ian's retirement from the last race left him second overall with Marcus the winner of the weekend. Other placings were:-

- 3rd Barry & Keiron Thomas from Highcliffe.
- 4th Robin Mugridge with Dave Stewart of Worthing.
- 5th Dave & Carol Cotgrove - Starcross.
- 6th Craig Harris of South Cerney.

Dave Cotgrove.



SEASALTER. 19 & 20 SEPTEMBER.

In return for Seasalter's 100% turnout for the Nationals, visitors from South Cerney, Worthing and Highcliffe brought 15 boats to the line on a dull, cool, Saturday morning.

With SE force 3 giving a little chop to the waters of the Estuary, the first to show was The Champ, Adrian Summers with Val Howe in 507. The Thomases were close behind him in 640 and the Sales and Mike Hartnell were with them. Barry contrived to approach the windward mark on port and was obliged to give precedence to other two but the first reach saw several other crews in contention including the Cockwells, Jimmy Furlong with Bob and also Peter with Chris Jones.

Breeze and sea fell away after the first lap bringing light weather specialisation to the fore. Dave and Elizabeth Tarrant, with the old lawn mower going like a paddle steamer, gained at least 5 places on the beat and another batch on the run to the consternation of the rest of the fleet. However with falling wind and tide, the Race Officer shortened to save Adrian, Barry and Mike from ignominy. Dave had got to 4th by this stage, having just passed Eric Sales.

The evening barbecue at the Club was attended by the locals and visitors and also by a thunderstorm which marked the day in fine fashion. Wedding anniversary toasts were drunk to Brian and Val Howe and to Ron and Sylvia Cockwell.

Sunday dawned foggy but cleared to give a fine, sunny day with a moderate southerly breeze. 3 more visitors brought the total entry to 18 boats. In the first race, the recall was heeded by some but Saturday's front runners did not show. The Hughes, Jimmy Furlong, the Taylors and Mike Robinson, made the early running, but the reaches were dominated by Adrian, crewed by Brian and with the Tarrants and Mike Hartnell in contention. Dave Tarrant was found to have won after Adrian was disqualified for starting early.

The last race started immediately with the Thomases beginning badly but clawing their way through the fleet (as the Mansfields weren't there to do it) led the fleet at the windward mark. Dave Tarrant and Ron Cockwell were in hot contention and a bad gybe at the windward mark by Team Thomas let these two through with Pete and Chris Jones and Eric and 'Nita Sales pressing hard on the tight reach. On the next lap the Thomases repassed the two in front and a ding-dong developed with the Tarrants. "Karamel" had the edge on the wind however and took line honours from Dave by a short canvas with David and Christine Hughes and Adrian with Brian having pulled up to 3rd and 4th.

The overall result was decided by the narrowest of margins. With Barry and Dave equal on points and discard, it was decided on the last race, giving Barry the decision. 3rd were the Hughes with Adrian 4th and Mike Hartnell, crewed by Roger Cooper, 5th.

Barry Thomas

SOUTH CERNEY 5th October.

In recent years, the last of the annual Open Meeting circuit has become famous for many things. Two and three years ago it was gale force winds making the waters of the lake at South Cerney to boil and the boats to fly. Last year was shorter on wind but long on grass and your correspondent employed some rather heavy golfing imagery to colour the account. The 1987 South Cerney Open will be remembered for a unique phenomenon of a third kind.

If, as rumour has it, Seafly 339 is really employed as a lawn mower on week days, it's pretty effective because the course was entirely free of weed this year. For most of the day it was also entirely innocent of any movement of the air which was detectable even by the very lightest telltale. Never-the-less, a full, 3 race programme was completed and the fleet of 21, including 12 visitors, agreed that it had been an enjoyable event.

In these conditions, a start that is anywhere, so long as it is on the line; the ability of helm and crew to sail a boat without actually moving a muscle. These are some of the skills that count. Dave and Jane Tarrant are recognised masters of the arcane art but others also displayed a sometimes surprising grasp of the principles.

It was no surprise to see local sailors like the Tarrants and the Robinsons at the front of the fleet. Nor to see Ron and Joanne Cockwell doing well, except that they seemed to win the first two races with almost contemptuous ease to take the Meeting. The Tarrants followed them home in both with Paul and Simon Taylor in close contention and the Hughes, the Legoods and Marcus making some threatening moves. The surprise in the second race was Ian Mansfield, now crewed by Helen who stayed cool enough in the second race to make the old man hang on to a fourth place.

Vistors were preparing to de-rig as they came ashore after the second race, when a little breeze sprang up in one corner of the lake. The Race Officer went after it like a terrier after a rat and the fleet followed like a pack of hounds. A course was set inside it before it could blow away to a corner of another field. The windward leg was a good 40 yards and at the end of it, 3 boats had just pulled clear of the pack. The Tarrants led, followed by Marcus and the Mansfields.

Delicate spinnaker work on the reach pulled The Admiral past Wild Boys but she could make no impression on the Tarrants. These two boats, by now lapping the tail enders, just managed to carry the dying breeze to the finish. The rest of the fleet were not so lucky and those who needed another result to count had to hang on in there. One such was Paul with Simon Taylor who needed better than 8th to secure the 3rd slot overall. Their tenacity paid off thereby beating the Mansfields down to 4th overall with their discard.

CHEW VALLEY LAKE SAILING CLUB, VISITORS DAY. 25th October.  
After the violent storm of the week before, the Chew Valley Lake sparkled in a warm, late October sun as over 90 boats assembled for their annual Visitors Day. Competition for the day comprised a 3 fleet handicap race in the morning and a pursuit race in the afternoon. Classes ranged from a lively fleet of Toppers to the local Flying Fifteens.

Enough Seaflies had survived the storm to make a representative show with the local boat being augmented by Dave and Jane Tarrant from South Cerney in 339 and a Highcliffe mob comprising Ron and Joanne Cockwell, Paul and Simon Taylor in "Sioux" and "Karamel", "The Admiral" and the "Wild Boys". The promised South Westerly breeze did not fill in until halfway through the 30 minute starting sequence for the morning race and the Seaflies all got buried together in the pack. Ron showed the same magic touch displayed at South Cerney to come out clear winner of our own little race.

The Mirrors started the Pursuit Race in a moderate breeze while others were still quaffing their ale on the Clubhouse balcony. As the shadows lengthened, the breeze faded and the later starters found their work cut out, especially the Seaflies, on 113, who were giving the Lasers a minute. The Solo National Champion was declared the winner at the end, with Dave Tarrant a very creditable 15th and the Thomases and the Mansfield in a ding-dong for 20th. In spite of being obliged to perform an alternative penalty for a port tack infringement, Barry won that little battle.

Although Paul was understandably a little disgruntled at finding an old oak stump with his rudder blade, thereby causing some damage to his transom, the visitors considered the day a great success. The Lake is spacious enough, the well appointed Club House has a beautiful setting and the natives were found to be friendly.

## 1987 NATIONAL CHAMPIONSHIPS. HIGHCLIFFE.

The Nationals were held this year in Christchurch Bay from the 9th to 14th August. Normally prevailing conditions were absent from the Bay early in the week, to the frustration of local knowlege.

Highcliffe managed to attract an entry of 27 boats from 7 clubs being the same entry as last year but from more clubs. This was a little disappointing when Highcliffe is a geographical centre for the Fleet and there were 33 for the Starcross Open in July.

### PRACTICE RACE, BRIXHAM TROPHY. SUNDAY 9TH.

Sunday turned out to be bright with some big, woolly cumulus and light, variable airs. A big black cloud over the Committee Boat just after the 10 minute signal, brought a 90 degree wind shift which confused a few sailors but not the Race Officer.

The race started dead on time and early to show were Dave and Jane Tarrant in 339 from South Cerney who led the fleet at the first mark with Alan Brooks, in his very handsome new boat, in hot pursuit. They were closely followed by Adrian Summers sailing Peter Jones's "Also Amazing", 645.

Other fancied boats were unremarked and were presumably looking for some waves to bob up and down on.

After the first triangle, Alan Brooks had overtaken the Tarrants, followed by Adrian and Marcus Melanaphy. "Resolution", was grim but looking effective by this stage.

The final lap saw some fierce battles developing for a place close behind Alan Brooks and the Hughes in 638 were in contention, passing and being repassed by Adrian. At the finish, Alan Brooks won the Brixham Trophy from Adrian Summers with Alasdair and Chris powering through with "Resolution", to take third from David and Christine Hughes.

### RACE 1, SUSSEX SALVER. MONDAY 10TH.

On Monday morning, the start for the Sussex Salver was made in a very sulky and willfull little zephyr which swung one way and another untill it settled to make the course two fetches and a run. In these conditions, something of a procession became inevitable and it was led by Adrian followed by the Tarrants. Alan Brooks found himself dicing with Marcus Melanaphy for third. Alan won it and at the finish they were followed by Paul and Simon Taylor in "Sioux" and Ron and Joanna Cockwell, both of the home club.

At the Commodore's Reception later that evening certain helmsmen could be seen looking for consolation in the hot punch. The concoction proved efficacious in every way since most of them were observed to smile at some stage of the proceedings.

### RACE 2, LUCAS CUP. TUESDAY 11TH.

The breeze this day was still light but steady and the fleet got away in good order in spite of some false sound signals as a crewman on the Committee Boat, evidently still punch drunk, tripped over a gun lanyard.

The order after the first beat was Adrian followed by Alan Brook and the Tarrant with Marcus holding off Alasdair.

At the windward mark for the start of the run, Alan had overtaken Adrian but with the order maintained behind them. During the following lap, first Marcus, then the Tarrant saw Alasdair overhaul them but the two leaders were secure. At the finish it was Adrian followed by Alan and Alasdair.

The entertainment that evening left everything to be desired, the Cyncopaters having managed to reassemble in spite of the tour, arranged by public subscription, covering Beirut, Managua, Jafna and Tehran.

Once again, the antics of "Django" Cockwell on lead guitar; Barry ("The Velvet Fog") Thomas lead vocals and banjo; "Hot Fingers Hal" Howe on washboard and your editor, syncopating on a log basket, brought tears to the eyes of the fleet assembled in the Clubhouse.

#### RACE 3, CHAIRMANS CUP. WEDNESDAY 12TH.

The long foretold front finally arrived over Tuesday night, too late for some but early enough to overturn the running in the order down the rankings. The start was made in a moderate South-Westerly and Dave and Jane Tarrant again nosed out of the line in front. Adrian, Marcus and Alasdair were close behind them. The reaching legs needed firm hands and by the end of the first triangle, Adrian had hit the front and opened a solid lead with crews fighting for a place behind him. By the end of the second beat, Marcus and Alasdair had worked up with Alan Brooks poised to strike and "The Admiral", with the Mansfields was making a late bid in the firmer going. But the main battle was still ahead.

By the start of the last beat Alasdair had worked through to the second spot. Close cover up the beat availed him nothing however, as the dreaded weed struck yards from the finish. Adrian took the gun and Marcus and Alan slipped by Alasdair as he was concentrating on throwing handfulls of grass off his rudder.

The Class AGM took place in the evening and is reported in the Secretary's Notes elsewhere.

#### RACE 4, HERBERT TROPHY. THURSDAY 13TH.

The breeze now firmed to a more testing affair and the pressure was on Alan Brooks to win in order to stay in contention. Five boats had hauled away from the pack by the end of the first beat and as they set spinnakers on the close reach, opened an enormous gap.

Adrian, in the lead, seemed set to take the Championship, but Alan, Marcus, the Mansfields and Alasdair in that order were all determined not to let it go easily. As these five flew round the course, reveling in the hard close racing, Adrian, followed by Alan opened a small but comfortable lead on the other three, who were fighting for third place. Alasdair took it at an early stage and "The Admiral" passing "Wild Boys" on the last reach, close covered up the final beat to give the Mansfields fourth.

The evenings surprise entertainment comprised an impromptu busking duo of guitars with "Hot Fingers Hal" guesting on washboard and "Rubber Legs" Kelley making "The Pelvis" look like an arthritic pensioner.

RACE 5, CITY OF PLYMOUTH CUP. FRIDAY 14TH.

A light South-Westerly just ruffled the water to make the Bay sparkle for the last day. Although the first two places were already decided there was still close competition for the remaining prizes. The start was the most keenly fought of the week with most of the fleet bunched on the pin in a flawed breeze. After the melée had cleared the early leaders were the Hughes in "Mercury" and the Hartnells from Worthing in 621. But Alasdair McPherson and Alan Brook had hit their stride. At the first mark, David and Christine led from these two with Barry and Keiron Thomas just behind them as they set off down the first reach.

Battles now broke out all round the course with the leaders passing and repassing and some late starters determined for a place in the overall rankings. Alan was hanging on to the lead from Alasdair coming up to the windward mark to start the run. These two were followed by Adrian Summers, and then the Highcliffe boats of Marcus Melanaphy, the Thomases, the Cockwells and the Mansfields, all in close contention. The Hughes had suffered gear failure in the stiffening breeze.

After the sausage Alasdair had wrested the lead from Alan and Adrian. The Flying Cockwells were winning the fight behind them at this stage, but the breeze was still freshening and power was beginning to tell.

Alasdair won the race to assure himself of the third overall place and was followed by Alan and then Adrian. The Mansfields come through to take fourth from the Cockwells just before the line.

So Adrian Summers became the 1987 Seafly National Champion with Alan Brook as reserve. Alasdair McPherson was third and Marcus Melanaphy putting together a good series to take the fourth spot. A detailed result sheet is attached to this report which only does not mention that the First Lady Trophy went to Joanna Cockwell and the veteran of the year was Jimmy Furlong from Seasalter.

It was a good week, with keen and friendly competition in as wide a range of conditions as anyone could hope for in Christchurch Bay. The hospitality was excellent and the following acknowledgments are no less sincere for being brief:  
Race Officer, Britt Hand and his crew; Liz and her gallant band in the galley and Doug in the bar.

SEAFLY NATIONAL CHAMPIONSHIPS - 1987

Held at Highcliffe S.C. 9 to 14 August

Overall Posn.	Boat No	Helmsman	Club	Prce Race Brixham YC Ty	Race 1 Sussex Salver	Race 2 Lucas Cup	Race 3 Chairmans Cup	Race 4 Herbert Trophy	Race 5 City of Plymth Cup	Overall Points
1	645	A.Summers	Highcliffe SC	2	$\frac{3}{4}$	2	$\frac{3}{4}$	$\frac{3}{4}$	2	4 $\frac{1}{2}$
2	648	A.Brook	Starcross YC	$\frac{3}{4}$	3	$\frac{3}{4}$	3	2	3	8 $\frac{3}{4}$
3	636	A.McPherson	Highcliffe SC	3	9	3	4	3	$\frac{3}{4}$	10 $\frac{3}{4}$
4	644	M.Melanaphy	"	Disq	4	5	2	5	7	16
5	646	R.Cockwell	"	13	6	20	8	7	5	26
6	339	D.Tarrant	Sth Cerney SC	4	2	4	10	22	13	29
7	639	T.LeGood	Starcross YC	7	7	6	9	13	8	30
8	642	I.Mansfield	Highcliffe SC	10	27Ret	18	5	4	4	31
9	640	B.Thomas	"	8	16	7	7	12	6	32
10	634	F.Keynes	"	14	17	12	6	8	11	37
11	506	J.Furlong	Seasalter SC	11	10	19	11	6	12	39
12	638	D.Hughes	Highcliffe SC	5	8	8	26Ret	15	9	40
13	621	M.Hartnell	Worthing YC	12	13	13	22	11	10	47
14	624	P.Taylor	Highcliffe SC	17	5	15	15	20	18	53
15	470	E.Sales	Seasalter SC	6	12	11	16	16	17	55
16	119	R.Mugridge	Worthing YC	9	24	10	12	14	28DNS	57
17	198	R.Odling	Highcliffe SC	Ret	18	14	13	23	14	59
18	626	P.Bailey	Sth Cerney SC	19	14	16	17	17	15	62
19	69	T.Hoyle	Highcliffe SC	DNS	22	9	19	18	17	63
20	250	D.Cotgrove	Starcross YC	16	20	17	18	10	19	64
21	507	B.Howe	Seasalter SC	15	11	25	26Ret	9	21	66
22	96	A.Heath	Worthing YC	DNS	19	22	14	19	20	72
23	284	C.Nicholls	Seasalter SC	18	15	21	20	28DNS	28DNS	84
24	317	V.Snook	Lilliput SC	20	23	26	21	21	24Ret	89
25	413	E.Bromwell	Starcross YC	DNS	31Disc	23	23	25Ret	22	93
26	441	A.Hayford	Worthing YC	DNS	24	27Ret	26Ret	25Ret	24Ret	99
27	483	W.Copeland	Hertford Cy SC	DNS	28DNS	24	28DNS	28DNS	28DNS	108

<u>Entries</u>	Highcliffe SC	11
	Worthing YC	4
	Starcross YC	4
	Seasalter SC	4
	South Cerney SC	2
	Lilliput SC	1
	Hertford County SC	1
		<u>27</u>

<u>Canberra Trophy</u>	Highcliffe SC.
<u>Amazing Crew Trophy</u>	Colin May.