



SEAFLY NEWSLETTER

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CHRISTMAS 1989.

EDITOR: Ian Mansfield,
2 Westfield Gdns, Christchurch. 0425-277589

In any edition of the Newsletter during the present incumbent's tenure, this piece is generally the last to be composed. It is a mark of my relative slowness on paper, (if not on the water) when the first editorial action is to change the dateline on the heading. The one above has just been changed from JULY 89. And so this is being fitted into that dead and strangely timeless period between Boxing Day and New Year, or, as some of us would have it, between the last of the Winter Series and the "Bloody Mary", which properly starts the new season in early January.

Previous Editorials have largely featured a cry for copy. There has been no lack of it recently and warm thanks to all correspondents. Part of the reward for the effort is to see yourself in print, no matter how small and I am particularly sorry to make you all wait so long. Indeed, some material has been held over to the next Edition, which has already been datelined MARCH 1990.

Special thanks - again to Alan Green, your Secretary, for his unfailing patience, enthusiasm and good humour. Apart from the boat itself, these qualities have always seemed to be a large part of the appeal of the Seafly Fleet, especially the last two. The Class would certainly not have survived so long without them and when they go, the Class goes.

They are particularly evident in one of the latest converts to The Faith, Bob Lomas, whose first experience of the boat was sailing 449 at the Nationals this year. Bob has written a most thoughtful piece which is reproduced in full in this edition. He is just the sort of person we must attract to The Class. It is most alarming, therefore, to learn that, in spite of his conversion, he is reluctantly considering changing Class so as to secure the sort of competition he is seeking on the Sussex coast.

Apart from anything else, it seems Bob has a better machine than this one which starts me on another tack... but we are approaching the finish and I should hold my course.

Happy New Year and Good Sailing in 1990.

CHAIRMAN:

David Hughes.

"Lynmore", Highwood, Ringwood. 0425-470464

Hasn't it been a fantastic season?

The winds have been perfect. Never blown off nor lost through lack of wind and all enjoyed under a clear blue sky and scorching sun.

So our sailing and racing have been unbeatable. A season to encourage the faint hearted.

Once again we hear of mixed fortunes in different Seafly fleets. Highcliffe and Starcross are thriving and Worthing reporting a small increase in interest. Sadly, South Cerney and Seasalter have both suffered considerable reduction in membership. While this is disappointing, if you are in a club with a small fleet, don't forget that all clubs go through bad patches only to recover. So don't sell your boat but encourage others to buy a Seafly. There may not be new boats for sale but there are old ones which can be made perfectly competitive. The Champion boat is as often old as new.

Looking at the racing; the Nationals at Worthing were a huge success, with competitive sailing not entirely dominated by the bulk of Colin May. Keiron Thomas was also in the boat and to both - congratulations! Marcus Melanaphy with Paul Kelly added spice to the proceedings. Having the speed when they could keep their boat together.

On the Open Circuit - a selection of winners but the Dolphin Trophy was eventually taken by Mike Hartnell who put together a splendidly consistent series. His win was particularly deserved for his reliability and loyalty to the fleet over the years. The turn-out at South Cerney was disappointing, however, with only 10 boats at this most central of all the fleet venues. We are unlikely to be invited again and we cannot afford to lose events in our already limited calendar. The motto for 1990 must be, "Support your Open Meetings."

Enjoy the winter and your frostbite series.

David Hughes

SECRETARY: Alan Green.
10 Higher Warren, Kingsbridge, Devon. TQ7 1LG
0548-2972

1989 Annual General Meeting

The AGM at Worthing YC during the National Championships was attended by some 30 members. The Chairman, David Hughes, praised the efforts of Highcliffe and Worthing in providing most of the entrants to the Nationals, while regretting the apparent reluctance of Starcross members to travel.

The Secretary again reported an increase in membership and would be writing to those who had failed to rejoin this year. This has produced 15 more subscriptions.

Our exclusion from Sailboat '89 had been a great disappointment and there is also concern at the lack of new boats. The Treasurer reported a better surplus due to no Exhibition costs and fewer newsletters.

The Committee for 1989/90 was elected as follows:-

Chairman	David Hughes	Highcliffe
Secretary	Alan Green	Starcross
Treasurer	Tim Hoyle	Highcliffe
Newsletter Ed.	Ian Mansfield	Highcliffe
Newsletter	David Cotgrove	Starcross
Print/Distribute		
Builder	Colin May	Highcliffe
Members:	Brian Howe	Highcliffe
	Mike Robinson	South Cerney
	Mike Hartnell	Worthing

A proposition from F A Fielden that "the Seafly Dinghy Class Rules be ammended to make the use of a trapeze for the crew an allowable option when involved in Class or handicap racing," was very fully debated. Those for, felt that it would attract youngsters to the Class and that we must progress. Opponants felt that the basic design of the boat was unsuitable, particularly the deck stepped mast. They felt the boat is good as it is, being exciting to sail and still attracting newcomers. There was concern that the proposal would divide the already small fleet, with 2 Yardstick Ratings being needed, the Class might loose more support than it might gain.

On a vote the motion was lost: FOR 7 + 4 Proxies
AGAINST 16 + 13 Proxies.

In a general discussion about the lack of new orders for boats, Colin May thought that the future lay outside racing and he hoped to produce a cruising version of the Seafly next year.

New Members

Welcome to the following:-

Richard & Alison Jeffrey	C69	Highcliffe
L A Woolner	C101	Starcross
Nigel Stone	C367	Avon & Somerset Constabulary SC
Marcus Affleck	C116	Bracknell
G I Uren	C369	Broxbourne SC
Bob Lomas	C449	Worthing YC
John Cadenhead	C174	Worthing
Albert West	-	Worthing
Greame Curtis	C335	Norfolk Schools SA
Mark Lovett	C462	Shaldon SC
Angus McPhie	C183	Starcross YC

Dolphin Trophy

At the Committee Meeting held at the Highcliffe Open, it was decided to adopt a new method of scoring with 0.75 for a win, 2 for second, and so on. Non-entrants get the number of entrants plus 3. There will be no longer be a credit for travellers.

For 1989, Mike Hartnell and Colin May tied with 37.75 points but at the sporting suggestion of the latter, the Dolphin Trophy was awarded to Mike because he had attended every Open Meeting. Well done Mike!. Third was Alan Brook of Starcross with 42 points.

Photographs

Those who were at the Nationals will recall that a photographer, Nick Champion, was on the water. He has a list of all the entrants and will be sending out proofs in the next few weeks.

Boat Covers

BAJ Covers & Sails, 46 Park Avenue West, Stoneleigh, Epsom, Surrey, KT17 2NU, can supply covers in blue coated Terylene for a Seafly at £ 67. One in green duck canvas costs £ 88. The makers own a Seafly. Telephone 01 393 5539.

1990 National Dinghy Show

Our application for a stand at "Sailboat '90" has been successful and we will be in HALL 2 at Crystal Palace, South London on the 3rd and 4th March 1990.

Sweatshirts

What about a crew-neck sweatshirt or a V-neck acrylic sweater? Embroidered with the Seafly logo. Ideal for the New Year.
Sizes : Small (34-36); Medium (38); Large (40); X-L (42-44).
Colours: White, Navy Blue, Royal Blue, Sky Blue, Lemon, Bottle Green Red, Black, Burgundy.

Sweatshirts: 50/50 cotton/acrylic, approx 11 pounds.
Sweaters: 100% acrylic, approx 12 pounds each.

Prices depend on size of order, send yours to me asap.

Alan Green

DATES FOR YOUR DAIRY:

EVENT	DATE	TIME/CONTACT

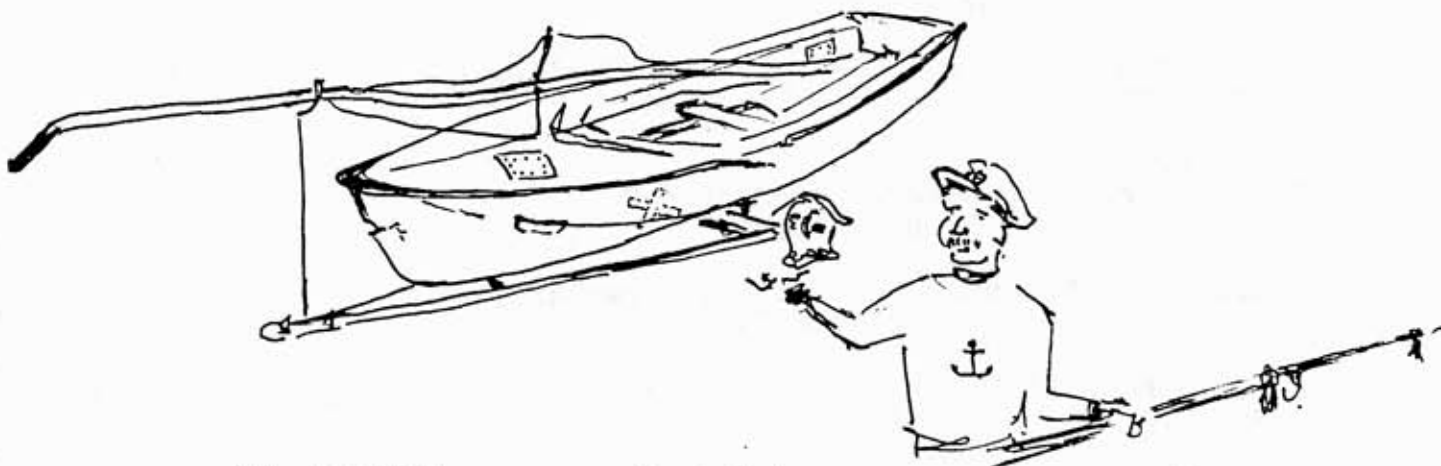
"SAILBOAT 90" Crystal Palace Sports Centre. HALL 2.	3 & 4 March 1990	
<u>GENERAL OPEN EVENTS</u>		
"Bloody Mary" Queen Mary SC, Staines	6 January 90	1200
"Pompey Perisher" Portsmouth SC.	21 or 28 Jan	Check with the Club
<u>SEAFLY OPEN MEETINGS 1989</u>		
1/ BLAKENEY	12+13 May	
2/ HIGHCLIFFE	16+17 June	Dinghy Open 4 races, 3 to count.
3/ STARCROSS	30 June 01 July	4 races, 3 to count.
<u>NATIONAL CHAMPIONSHIPS 1990</u> SEASALTER SAILING CLUB.		
PRACTICE RACE	05 August	Subject to confirmation
CHAMPIONSHIP RACES	06 August to 10 August	
4/ WORTHING	15+16 Sept	
<u>INLAND CHAMPIONSHIPS</u>	: TO BE ADVISED	

FOR SALE:

C 56 WOOD. Reasonable but needs attention. Non-Seafly mast, cover, trailer Mrs Winwood. Bridgenorth 07466-520	£ 545
C 122 Wood. 2 suits sails. Trailer. Trolley GC Highcliffe area. 0425-72706	£ 700
C 198 Wood Rob Odling, Winchester. 0962-882667 0252-26999	OFFERS
C 251 WOOD. Recently refurbished, trailer. VGC. 0252-16999	£ 550
C 317 COMPOSITE. Racing rig. New sails/boom, tly/tlr. V Snook. Poole 0202-604523	OFFERS

- C 364 WOOD. Sound. Combi trailer. Not registered. £ 350
 C 365 GRP. 2 suits, spinnaker, trolley. Located Devon. OFFERS
 Mrs E Griffiths. Redditch. 0527-402644
 C 378 Composite. McNamara sails. Trailer/trolley. Cover £ 650
 Spinnaker chute. VGC.
 G B Bowen. GWENT 0291-622480.
 C 388 All wood. Lucas sails. Stored 7 years. Not reg. OFFERS
 R Bridge. Ongar. 0277-364877.
 C 412 GRP. Alpha sails. Banks spinnaker. Combi tlr. £ 980
 M Robinson. Wimborne. 0202-888371
 C 443 GRP. Spinnaker. Trailer/trolley. Good cond. Not reg. £ 800
 P Guinan. Brecon. 0874-84396
 C 444 GRP, Trolley, Trailer, Cover. Ready to sail £ 875
 0202 34803
 C 499 GRP. 2 suits on Procter. Race rigged. VGC £ 950
 Bramber combi-trailer available.
 Martyn Harvey. Exmouth 0395-263007.
 C 501 GRP. GC. Full equipment. Trolley. Spinnaker. Not reg £ 775
 Northants 0572-87838
 C 523 GRP. '87 Superspar, Banks sails, spinnaker. £ 1250
 Mahogany cbrd/rudder in Rondar. Cvr, Tly.
 C Lanham. Starcross. 0626-890477.
 C 621 WOOD. New foils. 3 suits Banks and McNamarra £ 950
 John Bishop. Newbury 0635-48471

The Editor thanks those who wrote a note to accompany their ad.



"Good little runner, Guv! Only one careful owner."

OPEN MEETINGS.

HIGHCLIFFE

Sixteen Seaflys were entered in the Highcliffe Dinghy Open on the 10/11 June and it was a pleasure to welcome old friends from Starcross, Worthing and Seasalter. The current champion, Adrian Summers sailed his 1988 boat, 477 with her new owner, Rob York. Colin May sailed 636, "Resolution" with Keiron Thomas who had a weekend pass from 'O' level study. In fact Highcliffe helmsmen have found it difficult to secure crew this year with Jo Cockwell, Mark Hoyle, Helen Mansfield and Simon Taylor, as well as Keiron, engrossed in exam fever.

The weekend featured steady breezes which blew round The Head from the South. Saturday was cool with a short, steep chop but Sunday was warmer. The Race Officer, John McPherson was managing over 80 boats in 4 starts with Seaflys 3rd in the sequence.

Except that Adrian Summers is a most modest chap, the ease with which he dominated seemed almost contemptuous. On Saturday, from a start in the middle of the pack, he opened out 400 yards on the fleet by the first mark. The real racing was going on somewhere behind him with Colin, the Hughes and the Mansfields having their own game.

On Sunday the breeze hardened and backed towards the South-East giving the bigger and taller crews the chance to stretch themselves. Still, little Adrian, with some help from big Rob won the first race to give him the weekend. But it was the last race which proved to be the cliffhanger when Adrian, Marcus Melanaphy and the Mansfields reached the first mark together with the rest of the fleet in close company. Down the first, broad reach, Adrian allowed Marcus to distract him in a luffing match which let the Mansfields through. Gybing on to the tight reach, Helen worked her little socks off to open out a 50 yard lead.

The Mansfields held on to this coming to the last beat with Adrian and David and Christine Hughes behind. Splitting cover between these two was the big mistake, allowing Adrian to come through and make a clean sweep of the weekend by a couple of lengths on the line and giving Colin May the second place.

ADRIAN SUMMERS.

STARCROSS

Held during the long hot spell in May, the Starcross Open provided everything for a good weekend. There was plenty of sun, adequate breeze, beer, food and entertainment. But - where were the visitors? Instead of the usual invasion only 4 boats made it down to Devon. Two regulars from Worthing - Dave Stewart and Mike Hartnell; Dave Tarrant from South Cerney and Paul Taylor with Marcus Melanaphy from Highcliffe.

Local boats made up the entry to a respectable 21 boats but at the start of the first race it was Dave Stewart who seemed to make a cracking start but the Race Officer judged him early by several minutes. The top runners were soon indicated despite a tricky tide and it was the local boats of Alan Brook, Ken Bartlett and Andy Woolner in contention. Andy, the Vice Commodore at Starcross, in the borrowed 101 was out to show the Fleet what a Dart sailor could do. The first visitor home in this race was Marcus, sailing with Paul Taylor in Paul's boat.

In the second race, John Rowe of Starcross and Dave Tarrant were pushing for the lead but it was Ken Bartlett who came through at the end to take the race from Dave. Those who felt they needed it could find consolation in the bar that evening with entertainment from the famous local folk group, "Five Bar Gate".

Sunday was another glorious day and it brought 21 boats to the line. On the water the order went by form with Dave Tarrant reveling in the flukey wind. But at the end it was the Dart sailor who showed the way to take the gun with Ken Bartlett and John Rowe 3rd and 4th.

Results at this stage could not have been closer and at the start of the last race the Meeting was to be decided between 4 local boats. After a closely fought contest it was Alan Brook who took the race but it was Ken Bartlett who won the Meeting from Andy Woolner on Ken's discard. Alan was 3rd overall and Dave Tarrant half a point behind him in 4th. Marcus Melanaphy was the second placed visitor at 5th.

DAVE COTGROVE.

INLAND CHAMPIONSHIPS. SOUTH CERNEY SAILING CLUB

The first Inlands were held at South Cerney on the 1st October. The entry of 10 boats was disappointing especially as the Chairman has donated a very handsome perpetual trophy for the event. The Association had to make a donation to the host club to make up the deficit.

Some of the older hands can remember sailing the South Cerney Open in a whole gale but, as has become more normal in recent years, conditions were very light. It was therefore not surprising that local knowlege allied with faultless light weather technique, that took the day.

Overall: First - Dave Tarrant	South Cerney SC
2nd - Ron Cockwell	Highcliffe SC
3rd - David Hughes	Highcliffe SC

It is very doubtful if South Cerney will be persuaded to hold the fixture in 1990. Approaches are being made to find an alternative venue, so keep an eye on the Diary. Apart from the most splendid trophy, many Seaflys are sailed exclusively on inland waters so the event must not be allowed to fall into abeyance.

ALAN GREEN.

SEAFLY NATIONAL CHAMPIONSHIPS. WORTHING YACHT CLUB.

Worthing Yacht Club were hosts to 23 Seaflys during the first week of August. Sea-breezes prevailed for the week, to give good racing in brilliant weather. The exception proved to be the Practice Race for the Brixham Trophy, sailed in Force 6 under a grey sky. It was a day for steady nerves and John Bishop and the Hughes set off down the first reach in the lead. By a stroke of bad luck they both reached the gybe mark just as the big gust hit. It was only then that John remembered he had forgotten to put his bungs in and the eventual recovery of his boat required some considerable outside assistance. He has asked that his warm thanks to every one who lent a hand be recorded. So here it is. John says, thanks.

In the meantime Marcus Melanaphy with Paul led the 6 heroic finishers across the line to take the Brixham Trophy.

With 3 past National Champions, the form book appeared closed but the Week featured strong performances from unfancied crews. Indeed, Colin May sailing Barry Thomas's 640 with Keiron, appeared to dominate the week, winning 4 races. However this concealed close, competitive racing at the front of the fleet.

On Monday, racing for the Sussex Salver in a moderate South-Westerly;---Colin was closely pursued by the Hughes and Brian Howe with Adrian Summers and Norman in Peter Jones's 645 struggling to make 4th just in front of Tim and Mark Hoyle. The weather was similar the next day and again David and Christine Hughes in 638, "Mercury" were 2nd to Colin. Adrian, slow to find his form improved to 3rd but it was Paul and Simon Taylor in 624 who showed the rest of the fleet the way.

A pattern seemed to establishing but it looked as if it might be broken for the third race when the sea-breeze was late and the Fleet were started in a dying air off the land. Marcus read it best, reaching the windward mark first, closely followed by Ian and Helen Mansfield and the Hartnells. Colin, Adrian and the Hughes were buried in the pack. However, the strengthening breeze made every leg a reach and power became the deciding factor. Marcus and Paul, having ditched the fragile 101 held their lead in the newly borrowed 477. Lighter crews were obliged to depower. Adrian and then Colin came through on the finishing reach to take 2nd and 3rd while Helen's biceps were bursting under the strain. (At least, we think it was her biceps)

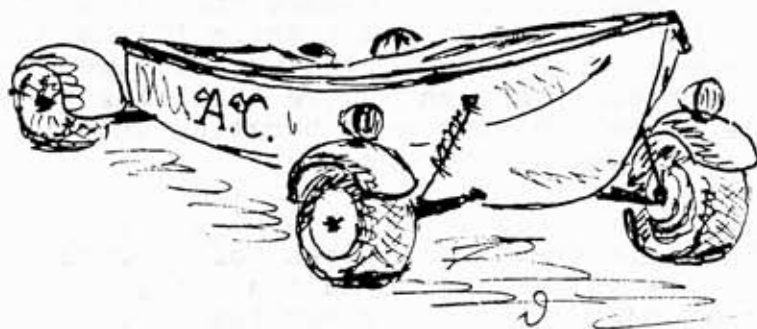
On Thursday Tim and Mark Hoyle in 649 startled the fleet leaders by leading for the whole first lap. Then Colin pounced, followed by Adrian and Tim was struggling to maintain his concentration. Coming to the final beat Colin was clear leader but Adrian had the Mansfields close and Tim had been pushed back to 5th by the Hughes. Adrian resisted the pressure and there was no change at the line.

The last day, Friday, City of Plymouth Cup Day was the hottest and brightest of all but the seabreeze was sluggish and the air

hung still and heavy over the start. The Race Officer seemed to be doing the worrying for the Fleet. As he squinted to seaward with creased brow and the boats were mirrored in a glassy swell, first one crew and then another abandoned wet suits and boats and commenced to splash about in the sea like a school of rather clumsy dolphins. It was even rumoured that one young lady, who had jumped ship even before reaching the start area, applied brightly coloured cosmetic paint in a most bold and suggestive manner and exposed herself to the Fleet in wonton fashion. This was reported to your correspondant by both unreliable and reliable sources.

With all these frolics, the rapid approach of the seabreeze went unnoticed by some whose crewless boats took off to leeward on their own. The Race Officer did manage to restore order without loss and the Fleet got away with Colin, Marcus and Adrian leading. The excitement had been all too much for Paul Taylor who was judged over the line at the start. David and Christine Hughes were in contention with Adrian for 2nd overall but could not quite catch him by the finish being 4th to his 3rd. The Mansfields were 5th and Ron and Jo Cockwell who had not had a good Championships up to that point took 6th place.

The complete table of results is reproduced with this newsletter but Colin is 1989 Champion and Keiron Thomas, Amazing Crew. It was another good Regatta with the sparkling weather complementing the warm and friendly efficiency of the organisation by the host club. It can already be revealed that Adrian was not downcast by his results. The new boat is already on order and he will be taking time off from the car to prepare a new challenge for Seasalter in 1990.



"Er - Adrian!?"

THE SEAFLY - WHAT NOW?

BOB LOMAS, SEAFLY 449

When physical competitive sport is one's interest, the opportunities to continue in such pursuits are lessened as middle age and its accompanying limitations insist on recognition.

Not wishing to accept such inevitabilities, it occurred to me that sailing might be a sport with a comparatively diminished physical requirement, but at the same time a degree of fitness would be advantageous, and I was encouraged to see quite elderly sailors still actively competitive.

Before purchasing the almost obligatory Mirror, I visited a few sailing clubs with the intention of seeking advice on boats.

Initially I was somewhat put off by the snooty disposition and insular attitude of the sailors I approached. Perhaps my timing was wrong. Undaunted, however, I set about teaching myself to sail by reading books, and persuading my dear wife to risk life and limb on the fast running treacherous waters of Chichester Harbour aboard our newly acquired Mirror, which did not capsize despite every provocation.

After three such forays the physical restrictions of the craft were becoming apparent, apart from the boom that was quite large enough to inflict painful retribution for mistimed gybes.

Just at that time a larger dinghy was advertised for sale in the local paper, which turned out to be 449.

By chance I had acquired an excellent little book entitled '1972 Boatworld Guide to Dinghies', which spoke sufficiently well of the Seafly that I purchased the boat, complete with handbook and original papers.

From the handbook I traced our good Secretary who informed me that the 1989 Nationals were to held at Worthing Y.C., thus affording me three whole weekends in which to practice. This, combined with my two days and one evening sailing the Mirror, would put me in good stead, perhaps not for winning but at least offering serious challenge to the back markers. As it turned out, weather conditions reduced my practice days to two, thus denying me the serious contention I had been promised.

This mattered little as the Worthing Club made us most welcome and the Association members gave us every encouragement. The week of the Nationals was our first full weeks holiday in twenty years, and it seemed well worth the wait, with excellent weather and first class company.

As with most things, first impressions tend to stick and I will long remember the spectacle of over twenty Seaflys sporting their almost regal red sashes across a sparkling sea on a beautiful summer day. This, together with my recollections of being at sea in a force seven in my very first attempt at racing, will no doubt endear me to the Seafly for many years to come. Having now tried dinghy racing and finding it to my liking, the question is, do I stay with the Seafly?

At my home club the Seafly fleet is small, with seldom more than 3 racing. I understand there are only 4 Open Meetings held each year. As Seaflys are no longer being built in any number, there are virtually no novice crews and I therefore find myself having to compete against experienced sailors with much younger boats and newer gear. I inevitably find myself sailing a lonely course.

With so few boats the racing fleet is small and somewhat exclusive, so if I wish to enjoy competitive sailing I must exchange my Seafly for a more popular boat.

Having practiced in all weathers for several months, I can see it will take a long time to acquire sufficient proficiency to challenge any of the Seafly helms.

The Seafly sailors have been most kind, and have assured me that given time I shall be sailing amongst the fleet. Such encouraging words however afford little inspiration when one is battling in a blow with the rest of the fleet somewhere on the horizon.

I recently spoke to a Dorset sailor who is selling his Seafly. He told me he has found more interest in racing a Wayfarer, but admitted that he will be greatly saddened to see his Seafly go, as it had given him much pleasure in the past.

Due to the time the Seafly has been in existence there must now be a natural wastage in excess of those boats more recently produced. Unless a real resurgence of interest is cultivated it will not be long before the Seafly is no more than a curiosity, another rare example of dinghy design of the sixties.

If the Seafly is to be saved the Association must form and finance a company to build new or rebuild boats but the chances of finding a boat builder to finance and build new boats are hardly worth considering for several reasons. To even contemplate tooling up to produce new Seaflys would entail finding finance in the region of twenty thousand pounds. There are a number of craft of a similar type currently in production, all vying for a declining market. To compete in this market the Seafly would need to be substantially re-designed as a cruising boat. The days the cruiser/racer are over. Those wishing to race now buy specialist racing boats, with a strong emphasis on multihulls. The comparative lack of support for cruising boat Nationals is a clear indication of this.

A recent private survey revealed that Seaflys advertised for sale in the National press gained very little, and in some cases no, interest at all. If such a scheme were to be even moderately successful it would require the full co-operation of the Association. At present almost the only time one sees the name 'Seafly' in the yachting press is in private advertisements.

An awareness of the class can only be maintained through the press, either by advertising the class Association or submitting reports and press releases, or both. At present it seems neither channel is pursued.

In conclusion I would say the Seafly was a good idea some twenty five years ago, as were hoolah hoops, but sadly it lost its way. The class Association is a small and somewhat exclusive band of fans, whose enthusiasm is limited to maintaining the craft's past glories.

If there is insufficient interest to maintain an awareness in the National press then it is doubtful whether sufficient enthusiasm could be mustered to promote any form of boat building or rebuilding on a commercial scale.

Association members will therefore struggle to maintain its strength, as long term members will generally only be recruited from the few areas where Seafly fleets are currently to be found.

No doubt some members will not agree with what I have written, but there is little doubt in my mind that were I to re-review the situation in a years time, little if anything will have changed.

Perhaps that is one of the Seafly's charms.

SEAPLY NATIONAL CHAMPIONSHIPS - 1989

Held at Worthing Y.C. 30 July to 4 August

Over- all Posn.	Boat No	Helmsman	Club	Protee Race Brixham YC Tphy	Race 1 Sussex Salver	Race 2 Lucas Cup	Race 3 Chairmns Cup	Race 4 Herbert Trophy	Race 5 City of Plymth Cup	Overa Poin
1	640	C.Nay	Highcliffe SC		4	4	3	4	4	3
2	645	A.Summers	"		4	3	2	2	3	10
3	638	D.Hughes	"		2	2	6	4	4	12
4	642	I.Mansfield	"	3	6	5	4	3	5	17
5	624	P.Taylor	"	4	7	4	5	6	24Ret	22
6	649	T.Hoyle	"		5	6	9	5	10	25
7	644	B.Howe	"	5	3	9	12	10	9	31
8	412	M.Robinson	"	2	11	8	8	8	8	32
9	646	R.Cockwell	"		9	24Ret	10	7	6	32
10	101	M.Melanaphy	"	1	24Ret	7	4	24Ret	2	33½
11	626	M.Hartnell	Worthing YC		24Ret	10	11	12	7	40
12	650	E.Sales	Seasalter SC		8	13	7	13	24Ret	41
13	621	J.Bishop	Highcliffe SC		16	12	14	9	12	47
14	506	D.Cotgrove	Starcross YC		12	16	13	15	11	51
15	198	R.Odling	Highcliffe SC	6	15	11	15	11	26DNS	52
16	174	J.Cadenhead	Worthing YC		10	17	16	14	13	53
17	500	P.Bailey	South Cerney SC		13	15	17	16	24Ret	61
18	434	T.Bateup	Worthing YC		18	18	18	17	14	67
19	96	B.Robinson	"		14	20	20	18	15	67
20	119	D.Stewart	"		17	14	19	19	26DNS	69
21	449	A.West	"		20	21	22	20	16	77
22	441	A.Bayford	"		19	24Ret	23	21	17	80
23	95	A.Norman	"		24Ret	19	21	26DNS	26DNS	90

Entries Highcliffe SC 12
 Worthing YC 8
 Starcross YC 1
 Seasalter SC 1
 South Cerney SC 1

23

Canberra Trophy Highcliffe SC

Amazing Crew Trophy Kieron Thomas