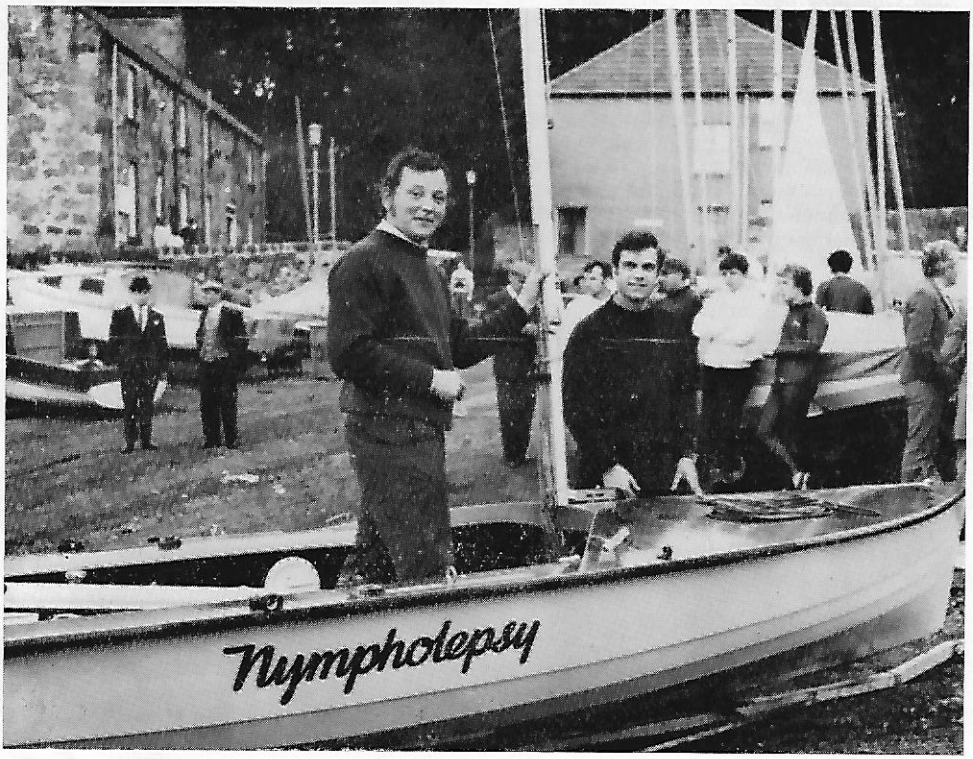
NATIONAL OSPREY

JULY, 1972

NEWSLETTER



David Poole and John Gilpin — Scottish and Northern Champions 1972
with their "Nympholepsy" — Osprey 880 *at Dysart S.C., Fife*

EDITORIAL

Another Sailing Season is well under way, but from all quarters your Secretary hears of cold and wet sailing and a woeful lack of even our normal British Summer.

This does not, however, seem to have put the damper on the keenness of our helmsmen, or on their performance in the various sailing events all over the country.

Elsewhere in this *NEWSLETTER* you can read of Gerald Iddon, Frank Peacock and Raymond Pengelly and their race in "Nutcracker" from the Isle of Man to the Mainland—this is, I believe, the third year they have competed, and won the sailing section. They have been most modest about it all, and so I print their account in full.

David Poole and John Gilpin in their new "Nympholepsy" stormed away with the Scottish and Northern Championship, taking every single trophy. Well done! I think it's time the Secretary had a true definition of the name of their Osprey since he already has had some pretty ribald variations submitted.

We also shone in the Fast Dinghy Trials organised by the Scottish Dinghy Association this year. A poor overall entry, I believe, but we took four of the first five places. Well done Alex Flett, and the others for representing the Class so well.

I now look forward to further successes in the various One and Two of a Kind Meetings during the remainder of the year—and, of course, at the Burnham Icicle, if we can manage to get two more places allocated to us.

The growth of the Class is still not fast enough, but I believe it is as strong as we can make it. For this I thank all those who support the Class so well, and who sail the Osprey to such obvious advantage.

PETER AGNEW

REPORT ON THE SCOTTISH AND NORTHERN AREA

The start of the 1972 season has been one with plenty of activity for the Class in the North. Several new boats have come onto the scene, whilst the two main open meetings at Morecambe and the Championships at Dysart have been a great success.

NEW FROM THE CLUBS

Glasson S.C. Unfortunately the fleet has had rather a thin time so far this season, with several of the regular helmsmen yet to appear. However, the club was one of the three West Coast clubs to initiate and organise the first West Coast Osprey Open Meeting at Morecambe (the others being Ribble Cruising Club and Morecambe and Heysham Y.C.). Gerald Iddon (489) did a lot of hard work in connection with this meeting and the event looks like being popular in the future. Gerald has also entered again this year in his boat "Nutcracker" (489) for the Isle of Man to Blackpool Tower race over the week-end 17th and 18th June.

Ribble Cruising Club. A new addition brings the fleet up to five boats now. David Boothman (630) is now on the Scottish and Northern Committee and will be co-ordinating preparations for next year's West Coast meeting.

Morecambe and Heysham Y.C. Once again this newly-formed fleet acted as hosts for an important Osprey meeting. Last year, the Scottish and Northern Championships were at Morecambe; this year the first West Coast Open Meeting. A total of 25 boats from seven clubs entered to a week-end of grey lumpy seas and force 5 - 6 westerly winds, 13th and 14th May. A programme of four races was scheduled (no practice race) and in Saturday's rough conditions only eleven boats finished. Mark Peek from Chase in his new boat "Skua" (892) made his mark on the fleet by winning from Wally Gardiner in "Ogopogo" (804) and David Mager in "Sirladin" (406). Sunday saw conditions a little better and, after a general recall, the first race of the day got under way with David Poole and John Gilpin in "Nympholepsy" (880) of Filey making a perfect port tack at the start to lead all the way, followed by John Clarke (854) and Peek over the shortened course. However, they were not so fortunate in the final race of the series, for they chose to go inshore at the start and found themselves well behind at the windward mark. Gardiner took the gun from Peek and Richard Plowright in "Pastyoureyes" (853).

Trophies for this event were subscribed by the three participating clubs. The Glasson Pot and the Ribble Plate in lieu of the Osprey open meetings previously held at these clubs, and a new trophy, The Slalom Cup donated by Morecambe for the overall winner. As the event rotates between the three Clubs the respective home trophy will be awarded to the overall winner.

Final results: Glasson Pot (best out of Saturday's results): 1. M. L. Peek, Chase S.C. "Skua" (892); 2. W. J. Gardiner, Glasson S.C., "Ogopogo" (804); 3. D. Mager, Chase S.C., "Sirladin" (406).

Ribble Plate (best out of Sunday's races): 1. W. J. Gardiner; 2. M. L. Peek; 3. D. Poole and J. Gilpin, Filey S.C., "Nympholepsy" (880).

Slalom Cup for the overall winner: 1. M. L. Peek; 2. W. J. Gardiner; 3. D. Mager.

Filey S.C. Several new helmsmen have joined the fleet and there are now 29 Ospreys in the club. David Poole and John Gilpin have teamed up to look like a very successful combination in "Nympholepsy" (880) if their performance at Dysart is anything to go by, in addition winning several club races. Brian Jackman has at last arrived with "Mustard" (761), but it was left to the Littlewood Brothers to take the first series—we have yet to see a club race with all three together. Several boats have supported both the Morecambe and Dysart meetings, and preparations are already in hand for the club's Osprey Open on 9th/10th September.

Hornsea S.C. The Regatta this year, held on 13th/14th May, clashed with the Morecambe meeting and unfortunately what few travelling boats were about seemed to choose the West Coast. Twelve local boats had a tough time on the Mere with strong winds, and the final positions were: 1. A. Smith, "Bandylegs" (697) Hornsea S.C.; 2. M. Anderson, "Barley Bree" (838), Hornsea S.C.; 3. G. Weekes, "Sin" (677), Hornsea S.C.

Dysart S.C. A very well organised Scottish and Northern Championship was held, this being the club's first attempt at an area meeting.

(*See separate report and result sheet*).

No reports from **Dorman Long Marine Club** (Brian Scurr in Russia), **Clyde Canoe** or **Royal Tay.**

SCOTTISH AND NORTHERN CHAMPIONSHIPS

This year, Dysart Sailing Club were host to the National Osprey Class for their Scottish and Northern Championship.

The event turned out to be a benefit for David Poole and John Gilpin, from Filey Sailing Club, in their new boat "Nympholepsy". They won three of the four races outright and secured the overall trophy, as well as the three individual race trophies for their efforts.

Throughout the week-end the light and fickle winds were frustrating for the 34 competitors as well as the race officials, and it was very much a case of a good start at the right end of the line paying off.

In the first race, for the new Panha' trophy, donated by the host club, Poole led from the windward mark and eventually built up a massive lead from his nearest rival —Ian Steven in "Loki".

The second race was a similar procession from the biased port line start with Alex Flett in "Cough" in the lead at the windward mark. In the middle of the race, the wind completely died, leaving the leaders drifting towards the finish, whilst many of the tail-enders, struggling to stem the tide, retired rather than risk the time limit penalty. Again Steven scored a second, to be followed by Mike Walter in "Double Trouble".

Sunday saw little change in conditions, and good starts by Poole enabled him to obtain two more wins, although Vernon May from Glasson Sailing Club, was in hot pursuit in second place in both races, with Chris Bonar in "Impala" and Flett each scoring a place.

Immense interest in the event was shown by many local people, judging by the numbers present throughout the week-end, and at the prizegiving, and Dysart Sailing Club can be well pleased with their first attempt at an Area Event.

Results:

1st	880	"Nympholepsy"	D. Poole and J. Gilpin, Filey S.C.
2nd	642	"Loki"	I. Steven and E. Stewart, Royal Tay Y.C.
3rd	789	"'Cough"	A. Flett and B. Summers, Royal Tay Y.C.
4th	699	"Pschitt"	T. Mucklow and M. Woolcock, Mount's Bay
5th	790	"Swan Song"	V. May and A. Holdon, Glasson S.C. (S.C.
6th	714	"Impala"	C. Bonar and B. Ferguson, Royal Tay Y.C.

THE SCOTTISH FAST DINGHY TRIALS

Held at North Berwick on 24th/25th June with a relatively poor total entry. Five Osprey were entered.

Shore facilities and the race organisation have been reported as being first class. Our thanks are due to the Organisers.

The object of these trials, which are organised by the Scottish Dinghy Association, is to eventually decide which four classes of dinghy that Association should support and actively encourage—presumably to the disadvantage of other classes.

Our thanks must go to those helmsmen who gave their time and efforts to represent the Class this year.

Alex Flett in 789 won the first two races and finished overall first. David Poole and John Gilpin, in their 880, won the Sunday races in a force 5. The other three Osprey belonged to John Swarbrick, Chris Bonar and Jim Gellatly—all, with the exception of 880, come from the Royal Tay Y.C.; John and David, if course, come from Filey. A first class team. Thank you all.

THE OSPREY ABROAD

Not a great deal of news available.

The Secretary has not been able to organise anything in Canada yet. Should be possible, but it looks as if some form of Canadian Osprey Association, even with their smallish numbers, might be the best answer.

Lagos Y.C. in Nigeria still has a strong Osprey fleet and is very active. We hope to see Peter Rhead of that Club sailing with us in the National Championships in Plymouth in August.

Alan Mitchell from Maidstone in Kent is at present in Singapore and shortly due in Hong Kong. He has kindly offered to make contact with Osprey owners out there and let the Secretary have an accurate report on what has happened to the fleets out there. The first report has already arrived, but a full report will be printed in the next *NEWSLETTER.*

OSPREY OPEN MEETING AT MUMBLES — JUNE 17th/18th

With an entry of 25 boats the racing was sailed around an Olympic course in heavy rain and winds of force 4 - 6.

The main challengers for the trophy were from S.C.O.W. and Chase S.C.

Alf Hawksworth, Mark Peek, John Marsh and Nat Eynon were constant rivals throughout the week-end.

With John Marsh winning the first race, Mark Peek the second, and Alf Hawksworth the third.

Overall positions:

1st: Alf Hawksworth (Chase S.C.)
2nd: Mark Peek (Chase S.C.)
3rd: John Marsh (S.C.O.W.)

RESULTS OF THE NORTH-WEST COAST OPEN OSPREY MEETING

This event, organised this year by the Morecambe and Heysham Y.C., was an effort to avoid a large number of small Open Osprey Meetings and to have one larger one with not only a larger entry but far more competitive sailing. It proved a real success.

A detailed account of the event is not available, but the overall result out of an entry of 25 Osprey was:

1st: Mark Peek in 892
2nd: Wally Gardiner in 804
3rd: David Mager in 406
4th: David Poole in 880
5th: John Clarke in 854

THE WOOLWORTH TROPHY — INSTOW, NORTH DEVON

May 20th/21st saw some 22 Osprey on the estuary at Instow on the North Devon coast for the Woolworth Trophy.

The event drew Osprey from Wales, Cornwall and South Devon and was thoroughly enjoyed in strong winds by those who sailed and equally by those who, for one reason or another, did not go out, or who returned with damage fairly quickly.

It was a keen contest, many capsizes, some bent masts and odd breakages, but enjoyable. The winner was not decided until the last beat of the last race, when Nat Eynon managed to outplace Patrick James for first place.

Another well organised day by the North Devon Y.C. in their new premises.

THE TRAVELLERS' TROPHY

Entry Forms for this Trophy can be got from the Secretary.

Your best five races in any Open Meeting to count. One of these has to be 100 miles from your home Club.

The Trophy was not awarded last year. Please send for entry forms and win it—your Secretary needs the storage room!

THE ISLE OF MAN TO BLACKPOOL RACE

The account below is the detailed description of how Gerald Iddon, Frank Peacock and Raymond Pengelly won this year's sailing section of this gruelling race in the record time of 5 hours 46 minutes, with the next fastest time being 8 hours—and this a "Cat".

Editor.

Dear Peter,

Our entry in this year's Snaefell to Blackpool Tower Race, officially called the Heineken Beer Festival Race, was lodged personally with the organisers in the Wheatsheaf Hotel, Garstang, about three months before the event over a pint one Saturday night. Since then, Ray, Frank and I went to a lot of trouble to make our effort a success.

The simple rules of our class, which was the Sailing Class, allowed us to use any transport available on land (except helicopters) but the sea crossing had to be completely engineless. The race was from a timing control at the top of Blackpool Tower to a similar control on Snaefell Summit or the reverse.

Our plan was to make two attempts, one from Blackpool to Snaefell and a second attempt in reverse the following day. Having three days, 17th, 18th and 19th June, to compete in, allowed us one day's grace for weather.

The transport plan was as follows: Frank was to leave home in my car at 6 a.m. on Saturday 17th, collect Ray at Levens Bridge at 7 a.m., and the two of them to travel to St. Bees on the Cumberland Coast and launch and rig the Osprey—St. Bees being the nearest feasible point of land to the Isle of Man. Ray would then travel down the coast to Haverigg Airstrip arriving at 10 a.m. The timing of this complete journey so far had been previously rehearsed, and the airfield, which was disused and rather rough, had been explored.

I was to travel by car to Blackpool Tower with Sylvia, my wife, and arrive by 9.15 a.m. Sylvia was to wait outside the Tower to drive me to Squires Gate Airport to the waiting small plane that was to fly me to Haverigg to meet Ray. After sailing to the Island, Terry, a friend who lives there, would be waiting with a car to drive me up the mountain to within about one mile of the summit—this last bit was "shank's pony".

The journey back the following day was to be a complete reversal of these arrangements, with the extra help of Arthur who was to act as lookout on St. Bees Head to 'phone through for the aircraft so that it would not be stood by too long at Haverigg at £11 an hour!

Anyway, all these plans had been laid; everyone had promised to co-operate 100 per cent; all we required then was good weather and luck.

The day of the race dawned. I got up at 5 a.m. First job weather report: wind 4 - 5 south-weaterly; visibility moderate. Not too good; attempt possible. We could just make Ramsay on a close fetch if the wind did not get any more westerly. So we decided over the 'phone to have a go.

I took "Nutcracker" over to Frank's for 6 a.m. and saw him on his way, returning home for breakfast. Frank met Ray at exactly 10 seconds past 7 a.m. (timing perfect) and they proceeded to St. Bees.

Sylvia and I motored to Blackpool, parked outside the Tower, and I proceeded up in the lift to clock-in at Race Control at the top. One last look at the weather. I clocked-in at 09.36.20; took the lift to the bottom; dashed out to Sylvia. We did not get booked for speeding down the Prom. to Squires Gate. Jim was waiting at our pre-arranged rendezvous with the door of the plane open and the engine running; we were half way down the runway before I had got in properly. We flew over Morecambe Bay at 800 ft. travelling at 140 knots, and I was standing on tarmac at 10.05—less than half an hour. Hell! This was the first snag: where was Ray? On pre-timing the car journey from St. Bees to Haverigg we hadn't taken into account cattle. He was held up for nearly eight fuming minutes by 30 Fresians, taking their constitutional down the main road. Meanwhile I decided to walk to meet him. As the airstrip was alongside Haverigg Prison, I had aroused considerable attention leaping out of a light plane in my wetsuit and silly hat. Ray appeared in true rally fashion seven minutes late. The journey by comfortable saloon car (not designed to be

used for rallying) was to be experienced to be believed. We grounded; several times the brakes faded; and all I could shout to Ray was "pump'em" or "use the bloody handbrake". We took a steam roller to leeward and got an overlap on a double-decker at some traffic lights. Still we didn't make up the seven minutes. Never mind! We duly arrived on St. Bees beach to find Frank anxiously looking at the increasing wind and seas. Undaunted, we set sail, not appreciating the shallowness of the sand banks 50 yards out. Sheet in; centreboard down; we stormed out through the surf. This was the fateful end of our first attempt: the centreboard caught the sand sideways and snapped clean off at keel level. What a disaster! We turned tail and fled back to the beach. What an anticlimax! I sat down like a pricked balloon. We were not to know till later that the wind was to increase to 7 - 8 and swing westerly. Was this fate?

Not to worry! We reloaded "Nutcracker" and returned home to Rufford to telephone all concerned and inform them of the disaster. Ramsey coastguards were very relieved as they were about to put out a search for us as the conditions had deteriorated on the Island and brought in thick fog as well.

Day 2. I rose at 9 a.m. Replaced the broken centreboard with a spare one and rang the Met. office. Wind moderating slightly, still westerly, visibility improving. Ringing Frank and Ray, we decided that our only chance of any attempt in this race was to start at Snaefell and race to Blackpool. So we decided to ship "Nutcracker" on the 16.00 hrs. steamer out of Liverpool. This we did and duly arrived at Douglas at 20.00 hrs. to find good old Terry waiting with a Land Rover and trailer to transport us and the Osprey to Ramsey. Arriving at Ramsey we dumped the boat on the beach; found accommodation; had a Chinese; a couple of pints and went to bed.

Day 3: The last day. Arising at 07.00 hrs. I went into the Coastguards' office: weather 4 - 5 west, becoming north-west, seas moderate, visibility good between rain showers.

Waking Frank and Ray with this news, we decided to give it another go. I rang Sylvia to let her know, and to be at St. Bees with the boat trailer; also she was to ring Jim (with the plane) up when she sighted us. I gave her an earliest possible time at St. Bees of 14.00 hrs. Forty miles of sea; three up; following wind . . . all guesses!

At breakfast we felt like condemned men; nerves were getting the better of us. On the beach everything looked remarkably peaceful, but we realised we were on the lee of the Island. We rigged "Nutcracker"; Terry arrived at 9.15 a.m., and I proceeded to the summit of Snaefell. The last mile climb to the summit was murder: boggy, moorish, rocky and slippy (as it was hailstoning by now and the wind was terrific, as was the mist); even the sheep were hiding for protection. What the hell was I letting myself in for? Never mind; I couldn't let Frank and Ray down at this stage. I arrived at the cafe on top much to the amazement of the Race Committee; they didn't expect any of the sailing class competitors in weather like it was.

They quickly made me sign an indemnity to cover themselves and clocked me out at exactly 10.00 hrs. I was preceded five minutes earlier by two nurses who were competing in the powerboat class . . . two miles out they retired on account of rough seas!

I ran out into the bloody awful mist and slipped, slurred and slithered down the mountain to find Terry waiting in the car. Down the T.T. course we arrived on the beach exactly 10.15 a.m.

Up spinnaker! We shot out of Ramsey Bay like a bat out of hell. We soon dropped it when we reached clear wind and rougher water. The sail across was an exhilarating 40 miles broad reach alternating between surfing on the 6 - 8 feet waves and planing; at times it was uncomfortable as it had become almost a dead run and we were rolling a lot. We passed a red and white buoy and realised it was the William Bank Buoy. Half way in two hours.

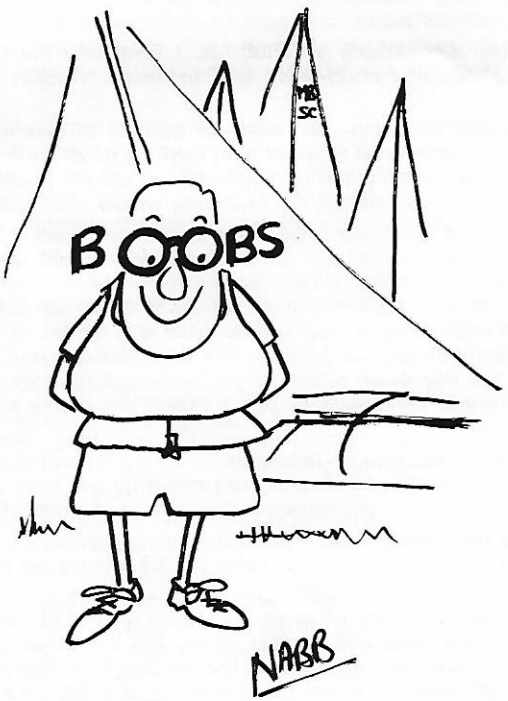
We were flying (hope Sylvia is early). The wind held good, approximately force 5, it was confirmed later. We continued at great speed into St. Bees. Exactly 4 hours sailing. No sign of Sylvia on the beach. Ray and I ran up into the car park to find her in a phone box. Apparently as she arrived we were 100 yards off the beach. After contacting Jim, Sylvia and I raced off in the car to Millom. No snags this time. Arriving at Millom . . . no plane! Hell! What's gone wrong? Hopping off one foot onto the other, we eventually

spotted him flying fast and low, landing eight minutes late. Jumping into the moving aircraft we raced back over the bay. Half way across the bay I realised that we hadn't arranged for anyone to meet me at Squires Gate. Telling Jim this, he radio'd control at the airport and arranged a taxi to be waiting for me. This turned out better than expected, as one of the Control Tower staff was waiting on the runway with his car. Just like James Bond I leaped out of the still taxi-ing aircraft into the moving car, and shot off along the Promenade to the Tower.

When I clocked off at 15.46.35 they wouldn't believe that I was in the sailing class, as the power boats were only averaging ten knots in those sea conditions. Anyway, the proof was there in black and white . . . 5 hrs. 46 mins. 35 secs. . . . a new record. The previous record of 7 hrs. 25 mins. had really been shattered. Second in the sailing class took 8 hrs. 13 mins. This speaks well of the seaworthiness of the Osprey Racing Dinghy.

Any challengers!!

Gerald.



A "Well Known" Mount's Bay Helm!

NEWS FROM THE CLUBS

There is always a feeling that club Osprey news does not get into the *NEWSLETTERS*. To assist clubs and fleet captains, the following is a repeat of an item from the March *NEWSLETTER*.

Starting with this *NEWSLETTER*, news is being sent into the Class Secretary from various individuals whose responsibility it now is to collect such news from the clubs in their area and to submit it for inclusion in the *NEWSLETTER*.

The country has, therefore, been split up as follows:

Scottish and Northern Area:

All of Scotland. All English counties north of a line of the Mersey to the Humber.

John Raynor, of Orchard Bank, Keswick Lane, E.Keswick, Leeds, Yorks.
Telephone: Collingham Bridge 3123.

Welsh and Midland Area:

The whole of Wales; counties south of the line the Mersey to the Humber as far south as a line from the Severn to the Wash (including the whole of the county of Gloucester).

Alf. Hawksworth, The Old Crossing, Dentstone, Uttoexeter, Staffs.
Telephone: Rocester 504.

Eastern Area:

The counties of Oxford, Buckingham, Northampton, Bedford, Hertford, Huntingdon, Peterborough, Cambridge, Essex, Suffolk and Norfolk.

The Class Secretary, until a reporter can be found.

Southern Area:

The counties of Wiltshire, Berkshire, Surrey, Kent, Sussex, Hampshire, Isle of Wight and Dorset; London.

Frank Norton, 27 Marlborough Road, Bexleyheath, Kent.
Telephone: 01-303-4495.

Western Area:

The counties of Devon and Cornwall; the Isles of Scilly.

The Class Secretary.

Jersey, C.I.: to be arranged.

Guernsey, C.I.:

Andrew Dorey, Belmont, Castel, Guernsey, C.I. Telephone: 56921.

Fleet Captains and Club Osprey Representatives are invited to send Osprey news from their Clubs direct to those listed above for inclusion in the *NEWSLETTER*.

The dead-line for receipt of news by the Class Secretary will be as follows:

March *NEWSLETTER*	Last day of February
July *NEWSLETTER*	Last day of June
December *NEWSLETTER*	Last day of November

News which merits inclusion in the Yearbook must reach the Class Secretary direct by the end of January each year.

News is best received in report form so that it can be printed without having to be re-written or edited.

N.B.—The above dead-lines are the latest possible dates any news can be received.

OVERSEAS NEWS

The Class Secretary will be pleased to have any news from any member overseas at any time; the more the better.

The Class is organised in Nigeria, and news received regularly; we do need news badly from the Far East, Canada and elsewhere.

THE 1972 NATIONAL OSPREY CLASS CHAMPIONSHIP

Just a final reminder . . .

To be held at PLYMOUTH, DEVON, starting with a Practice Race on Sunday 6th August, followed by five daily Series Races. Four to count.

Entry Fee: £7 (alas, an extra £2 after July 1st).

Any Osprey owner can enter his or her Osprey.

Entries to the Sailing Secretary, Mayflower S.C., Pheonix Wharf, Plymouth, Devon.

At the same time: Dinner/Dance tickets for the Association "do" at £2 each.

YOUR OFFICERS AND COMMITTEE

Clubs, Fleet Captains and Members are reminded once more that written nominations must be submitted to the Secretary in time for the elections at the Annual General Meeting on 8th August.

Some Clubs and Fleets have already submitted these—others have not.

ASSOCIATION DINNER/DANCE

Your Chairman and Committee are anxious that this annual event, normally held during Championship week, shall revert back to its original intention of being an Association affair.

This year the Dinner is to be held at The Continental Hotel in Plymouth on Thursday 10th August at 7.30 for 8 p.m. Dress is lounge suits.

The Lord Mayor and Lady Mayoress of Plymouth have kindly consented to be the Association's guests for the evening, and invitations have also gone out to the Commodore of the Mayflower S.C. and the Officer of the Day, and their ladies.

It is hoped that many Members and their friends will come to the Dinner/Dance. The Continental is well known as one of the finest hotels in Plymouth and has a fine ballroom.

Tickets at £2 each can be got with your Championship Entry Form, or direct from David Cunliffe at 114 Green Park Road, Plymstock, Plymouth, Devon.

It will make it much easier if you can order your tickets in advance.

DRAFT AGENDA FOR THE A.G.M.

The following is a draft Agenda for this Meeting of the Class Association which is to be held at 9.30 a.m. (yes, in the morning, before racing) on Tuesday 8th August at the Mayflower S.C. If the meeting runs on too long, then it will be adjourned and meet again at the same time the following day.

The reason for the morning meeting is that racing does not start until 12 noon each day, and in the past it has always been a scramble to get a free evening for the Meeting. So we will see how this works out.

The firm AGENDA for this Meeting will be handed out to Members present when they arrive in Plymouth.

Draft Agenda

1. Minutes of last meeting.
2. Matters arising on these Minutes.
3. Secretary's and Treasurers' Reports.
4. Election of Officers and Committee.
   (Has your Club or Fleet submitted nominations yet?)
5. To decide on whether or not to adopt the larger spinnaker.
6. To adopt a change of Rules to allow the fitting of a mast ram in the forward watertight compartment.
7. To discuss a change of Rule in respect of the dimensions (shaping only) of the centre board.
8. To discuss a change of Rule in respect of the height of the centre of gravity of the mast. It is suggested that this be lower to allow for the use of modern mast construction, and also that in future this be checkable by having the mast weighed fully rigged, as opposed to bare as at present.

YOUR CHAMPIONSHIP SPARE MAST

Ian Proctor Metal Masts Ltd. have written to your Secretary to say that Westerly Boats of Rock, Wadebridge (Ken Robertson to us) will be their official representatives at the Osprey National Championship at Plymouth this year.

Westerly Boats will have a van in the Dinghy Pen and will be carrying a full range of Proctor spars and rigging.

OSPREY "CODENAME" BADGES

Small sew-on specially designed Osprey Badges to match the full range of Codename International badges are available from the Secretary at a cost of 35p . . . to include postage.

These can only be obtained from the Class Association.

T-SHIRTS FOR PLYMOUTH

It is hopeful that some form of special T-Shirt to commemorate the 1972 National Championship will be available for purchase from the Secretary during the week in Plymouth.

If you are interested—ask him when you get there.

SUBSCRIPTIONS NOT PAID

The greatest time absorber which your Secretary faces is this constant checking and chasing of subscriptions. And the most surprising of people are slack in this respect.

Bankers' Orders are obviously the best way of paying, but then so many do not like this method.

Reminders — 152 of them — were sent out at the beginning of July. This in itself is quite a job.

You get your annual subscription reminder in December — with the Secretary's Christmas greetings! Please wish him well by sending your subscription back with a bit of holly!

All subscriptions are due on January 1st.

Wordens of Cornwall Ltd., Penzance