NEWSLETTER

DECEMBER 1973

THE MARK III OSPREY

MEMBERS of the Class Association who were not able to attend the 1973 Annual General Meeting of the Class Association at Mumbles in August may be wondering why all this talk of a modified Mark III Osprey. Those who did attend the informal discussion in the morning, and the afternoon meeting, were afforded the opportunity of hearing both Ian Proctor, the Designer, and Ken Robertson, Builder, explain the reasons for the proposed modifications, and were able to question them closely on these changes.

Of the boat owners present at the Annual Meeting, 56 voted in favour of the Mark III and 7 voted against. No request for any form of referendum was made.

WHY THE MARK III?

THE Osprey was designed as an all timber boat and, as such, is unrivalled both in construction and in high-speed sailing. Events, and the passing years with the resulting changes in building techniques, dictated a requirement for a GRP boat. A mould was, therefore, taken from the timber boat. The resulting Osprey in GRP looked and sailed every bit as well as the original but the construction presented many problems to the builders, resulting in a difficult to build, expensive and not very satisfactory boat.

By early 1973 the Class Committee—already most concerned with the lack of growth of the Class and the non-availability of the boat—was warned by the builders that, with rising costs of timber, the wood Osprey would in a very short time be likely to cost somewhere in the region of £1000. Moreover, the difficult GRP-build prevented enough hulls being produced to supply the demand. It became evident, therefore, that before long prospective boat owners would become alarmed at the price of the timber boat and that the future must inevitably lie in GRP construction.



Ken Robertson at the helm of the prototype MARK III No. 959. 'The Shape of Things to Come.' Seen in action at the Chase Open on 21st October

The apparent thing to do, therefore, was to examine ways and means of reducing costs and to make the boat more popular by producing a really first-class GRP build.

The reasons for the Mark III are, therefore, two-fold: first, to attempt to keep the price of the Osprey down, and second, to build a really good GRP boat within this price.

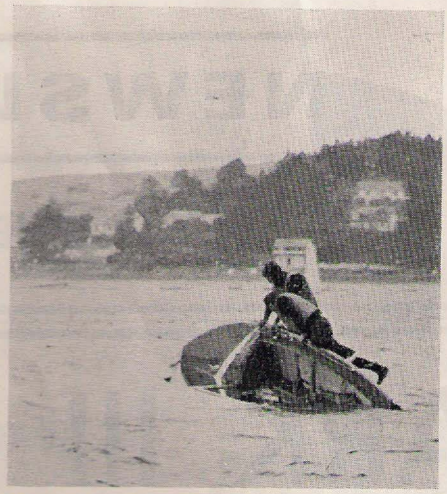
CRITICISM OF THE MARK II OSPREY

THE only criticism of the existing Osprey which has come up from time to time is the capsizing and inverting problem: that it does invert fairly easily cannot be denied. The extent of this problem varies from boat-crew to boat-crew.

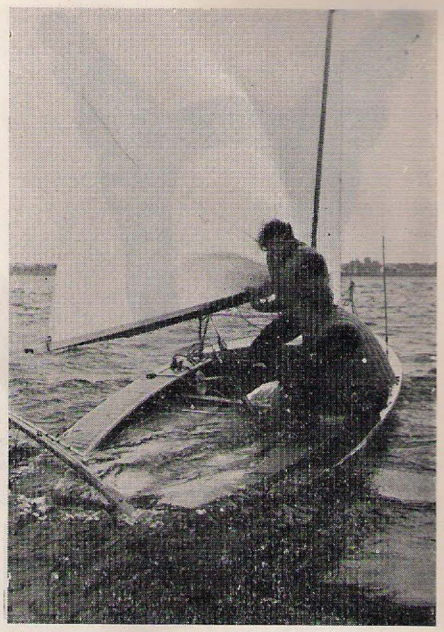
However, since the boat was to be modified, it was also reasonable that this problem be looked at, and Ian Proctor has done just that.

The subsequent capsize and righting trials have proved most satisfactory—it is difficult to invert and easy to right.

The photographs show some of these trials.



Mark III capsize. Boat lays with mast and centreboard level on water



Mark III righted after capsize. Back end lower, drains in 15-20 secs in a blow

THE MARK III MODIFICATIONS

THESE are briefly summed up as follows:

No change to the outside hull.

Rear buoyancy tank removed.

Rear drainage tubes replaced with transom flaps.

Side buoyancy tanks reduced in size.

Forestay moved 4 ins. aft.

Spinnaker chute at bow.

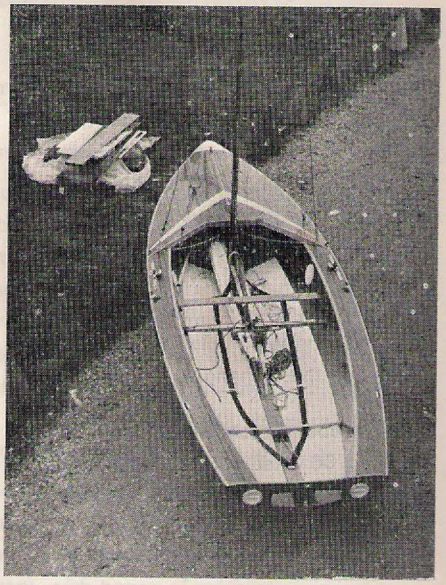
Shroud plates moved 2 ins inboard.

Spinnaker pole stowage tube fitted in front buoyancy tank.

(The photographs show these changes).



New spinnaker chute arrangement with forestay moved 4ins. aft



New boat—plan view

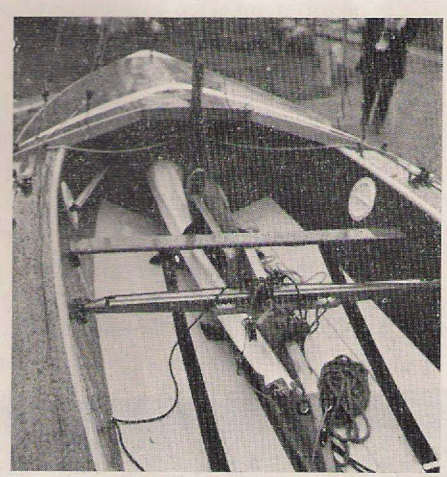
SAILING PERFORMANCE

A TIMBER constructed Mark III Osprey was sailed in a fleet of 50 Osprey at the Lymington Town S.C. "Jack in the Basket" Meeting on October 6/7th, with Ken Robertson at the helm. It took a 7th and an 8th place in two races and retired well back in the third race.

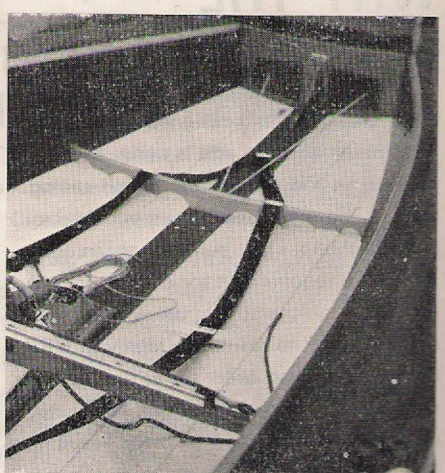
It had been the underlying aim, all along, to make absolutely sure that the Mark III shall have no sailing advantage over the older boats. This has been achieved.

It obviously has some advantage in the capsize stakes, but this has been considered a worthwhile thing to include. But again this does depend so much on each boat-crew.

Your Class Committee is satisfied that the Mark III will only compete on equal terms with existing racing Osprey.



Crew's quarters. Note spinnaker pole stowage



Helmsman's quarters showing transom flaps and floor stringer marking position of aft bulkhead

TYPE OF

sails) will work out at a price below £700 (exc. VAT).

The most important factor in all this is that the new GRP Osprey has to be of a high quality build which will compete with the best of any other Class GRP build.

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The forestay to be moved back 4 ins.
Spinnaker chute to be fitted in the bow.
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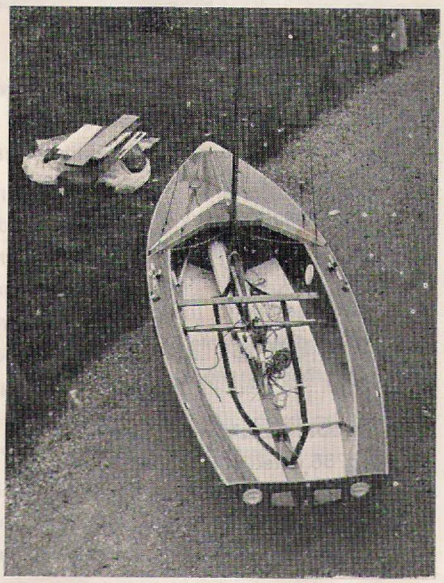
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New boat—plan view

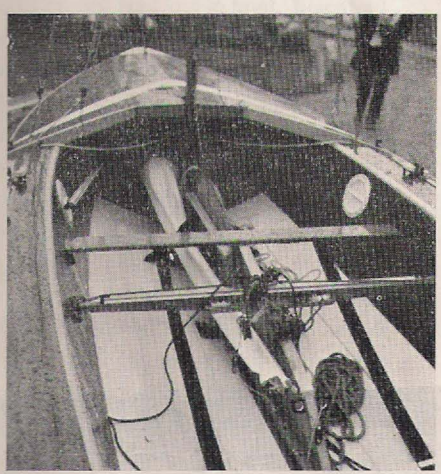
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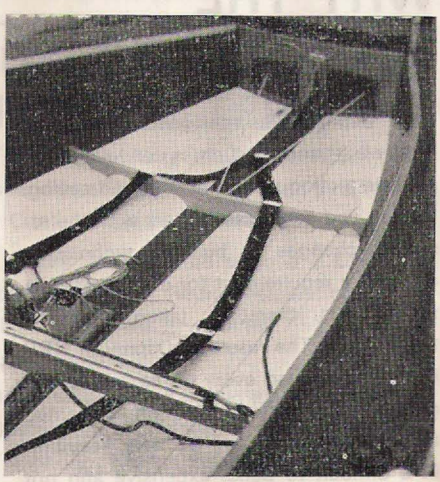
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Crew's quarters. Note spinnaker pole stowage



Helmsman's quarters showing transom flaps and floor stringer marking position of aft bulkhead

TYPE OF CONSTRUCTION

THE Mark III is to be built in GRP by G. L. Gmach & Co. Ltd. and Westerly Boats Ltd.

Composite boats will also be available.

Wood boats may be built, but it is thought that these will be largely amateur built since the price of the professional boat may be too high.

It is hoped that the new GRP build (with sails) will work out at a price below £700 (exc. VAT).

The most important factor in all this is that the new GRP Osprey has to be of a high quality build which will compete with the best of any other Class GRP build.

CONVERTING THE MARK II

THE Mark II Osprey will be allowed to be *completely* converted to the Mark III plans and specifications, but will then have to be re-measured and re-registered.

In order to ensure that the Osprey Fleet does not end up with a great number of variations, no partial conversions will be permitted except the following:

The forestay to be moved back 4 ins.

Spinnaker chute to be fitted in the bow.

Shroud plates moved 2 ins inboard.

Spinnaker pole stowage fitted into forward buoyancy tank.

THE FUTURE

YOUR Class Committee is confident that the Mark III Osprey will give new life to the Class, contain prices and make the Class even more popular in an ever-more-competitive sailing world.

They are looking for a faster rate of growth in the Class and have assurances from the builders that the boat will, in future, be far more readily available.

THE 1973 CHAMPIONSHIP

A Review of the windswept week at Mumbles



This is what Osprey sailing is all about : Alf Hawksworth in Thursday's force 7

COMPETITORS will remember the 1973 championship for two things, the dreadful weather and the fabulous organisation and hospitality of the Mumbles Yacht Club. For those who do not know, Mumbles is really a suburb of Swansea, very pro-Welsh, and possessing one solitary road along the front, terminating in the sea some quarter of a mile beyond the town. Despite this, it was permanently congested with motorists trying to go back once they had discovered they could not go forward, but as the prestige car park on the front had been commandeered for dinghy parking, at least the boats were near the water.

Saturday arrivals were greeted by low cloud, driving rain and a force 9 gale blowing round Mumbles Head, making unhitching and rigging a miserable task. The forecast remained grim, but surprisingly it dropped to force 3 on Sunday morning and with an overcast sky the fleet put to sea for the practice race. This was won in fine style by reigning champion John Mathews from Mount's Bay. Dan Mackenzie in a down on Plymouth, whilst understandably the Scottish contingent was a bit thin on the ground.

Monday dawned grey and windy. The forecast was force 6 south-west, which most helms regarded as conservative. At Mumbles the shoreline was very deceptive and it was only when the boats were some two miles out in the bay that the full weight of the wind began to tell. The seas were huge, with the waves coming up the Bristol Channel being caught in a nasty cross-wind at right angles. Some 70 boats ventured out, many suffering capsizes and damage. It was quite impossible to organise any kind of start and when the gate boat (937, Mike Corbin) and then the stand-by both got into difficulties, race officer Norman Thomas fired the gun and called it a day. The trouble was that few heard it and it was a long time before everyone made port.

The gale continued through Tuesday, which was particularly disappointing as the sun shone in the afternoon (an event

Week to travel and explain detailed design aspects of the Mark III and, understandably this item occupied most of the time.

By Wednesday morning the situation was becoming a little worrying, only three days left with no results and doubtful forecasts. However, the wind steadied to a force 3/4 south/west and conditions were good. Helmsmen had found out by various means (not at the briefing where the subject was strangely missed out) that the tide swept anticlockwise round the bay for nine hours in every twelve. With the wind s.w. starboard end bunching was predictable, the theory being go on to port as soon as possible, hug the shore in front of Swansea, back on to starboard just short of the lay line and with the aid of the tide end up just by the windward mark, hopefully in the lead. What was not realised was the strength and direction of the wind in the middle of the bay. The port end of the line was deserted and the handful of early starters had an unbelieva-



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The entry for the week was 93, a little down on previous years. A quick glance at the entry list revealed that two of the key clubs Filey and Mount's Bay, had only five and seven entries respectively, well down on Plymouth, whilst understandably the Scottish contingent was a bit thin on the ground.

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The gale continued through Tuesday, which was particularly disappointing as the sun shone in the afternoon (an event worth noting). This, at least, ensured a packed house for an impromptu question and answer session about the new Mark III boat. Ken Robertson answered questions for nearly two hours, with Mike Corbin chairing the session. There was just time for an extended lunch at the bar and it was 4 o'clock and time for the AGM. Designer Ian Proctor had forsaken a day at Cowes Week to travel and explain detailed design aspects of the Mark III and, understandably this item occupied most of the time.

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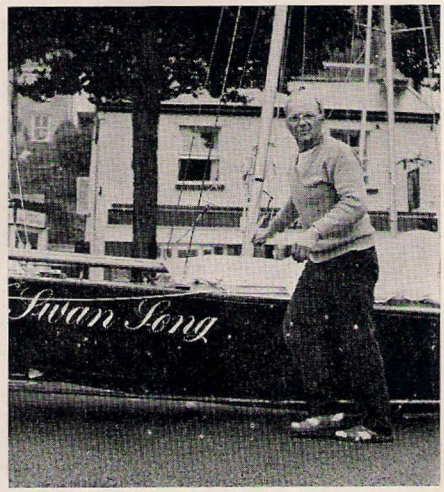
Champion Mark Peek (right) and crew Andy Salomonson



John Mathews 4th overall



Runner-up Tony Blachford and crew Brent Strikland (without trousers)



Vernon May, from Morecambe; two broken masts in the week

round the shortened course of one triangle and a loop with no one else in contention. On the final reach out to sea, Hawksworth played safe, as the wind momentarily freshened, whilst Peek took advantage, hoisted spinnaker and brought the gap down to yards. A needle match developed on the final beat, with Peek putting Hawksworth about right on the line and winning by seconds.

A quick trip ashore and it was time to launch again, with the afternoon conditions about the same. This time it was Tony Blachford from Lymington Town who showed the way . . . James Curnow in "Pieces of Eight" was, in fact, first at the windward, but lost his lead on the tricky windshifts on the second beat and let Blachford through, with Peek and Mathews following.

Two races were again programmed for Thursday, and, after the revelries of the Annual Dinner the previous night, many were only just in time for the start. Another grey day and the wind at force 5 saw the fleet away. Peek made a fine start from the middle of the gate; was first at the windward and never looked back. Main opposition in the early stages was Mathews, but a capsize at the gype in the freshening wind ended his challenge. Hawksworth and new Class Chairman Mike Corbin followed round and the leading three stayed in that order to the end.

With such a packed programme it was the tailenders who inevitably suffered. They arrived back at base probably 30 to 40 minutes after the leaders, tired (and probably fed up) to find they had barely enough time to snatch lunch before the off. In the meantime, the leaders had wined, dined, changed, checked gear and were ready to go. It was a pity it could not be the other way round.

During Thursday's lunch break the wind was getting visibly stronger, with white horses everywhere and, not surprisingly, many of the weaker brethren stayed ashore. Out in the bay conditions were frightening. The huge seas sent boats surfing down the wave-fronts at phenominal speeds, whilst the gusting force 7 wind moaned through rigging and rapidly shredded sails that were left to flog for any length of time. The trio of Blachford, Peek and Hawksworth led from start to finish—in that order, with Wally Gardiner from Morecambe, an acknowledge heavy weather expert, coming home fourth. Blachford briefly attempted to fly the kite but, after rolling wildly, doused it just in time to avoid going under . . . Peek could well have beaten Blachford, but for Mathews going out of control with rudder trouble at the wing mark, causing a wide detour to be taken. There were only 32 survivors in this race, the rest either retiring, being forced to retire, or just not starting.

As only English weather can, conditions had changed dramatically by Friday morning. In little over 15 hours the wind had died, the swell vanished and a damp mist hung everywhere. Boats drifted or were paddled out to the start and, with visibility only half a mile, a two-hour wait ensued. Someone produced a beach ball to throw around, whilst every half hour the postponement gun was greeted with a cheer. Finally, the gun produced a change in flags and the fleet made ready, many failing to notice that a line start was the order of the day. The wind was about force 1/2 and, if Blachford could win, the championship was his. This looked a distinct possibility as he rounded the windward simultaneously with Mathews and Corbin. However, he hit the buoy and, whilst re-rounding and struggling to stem the tide, the other two sailed away. Peek made a poor start and eventually retired in the knowledge that he was champion. The race finished in hot sunshine and a brisk force 3, the best conditions in the whole week.

And so the championship ended with new faces at the front end after many years of dominance by Mount's Bay. The achievement of Mark Peek and Alf Hawksworth is all the more remarkable bearing in mind their home territory—120 acres of water set in the heart of the industrial Midlands. The Class is notoriously conservative about the gear used and it was good to see some changes this year. Peek used Mountifields on Elvstor spars, Blachford Ratseys on Proctor spars, and Hawksworth Mountifields on Needlespar. Only Mathews followed the traditional formula with Mustos on Proctor.

Sailing is only ever part of a championship, the social life ashore being very nearly just as important. In this respect



Alex Flett and crew Brenda Paton, sole survivor of the Scottish contingent



Trio from Morecambe. Left to right: Dick Hartley, Wally Gardiner and Gerald Iddon



The 'Old McDonald' duo: Messrs. Plowright and Beaumont from Filey

Mumbles was exceptional. There was a running buffet in the clubhouse, starting with bacon and eggs at 9 o'clock and continuing through till teatime with cooked meals, the same ladies then continuing to organise the evening's entertainment. The opening night at the clubhouse will long be remembered for the Miss World contest. The Ladies' committee daringly followed the Mecca routine of parading in swimsuits, national costume (Miss Tahiti's grass skirt only just stayed on) and answering loaded questions in front of a packed house. Needless to say, Miss Wales won.

The civic reception at the Brangwyn Hall was a magnificent affair, with the Mayor of Swansea providing an excellent buffet and dance in the vast ballroom. On Wednesday evening everyone assembled at Swansea Top Rank for the annual dinner and dance. For once there was plenty of room, it was not too hot and the service was first class. Gordon Cooper gave his farewell speech, and coxwain of the Mumbles Lifeboat replied for the guests.

Thursday night saw a bit of impromptu entertainment with Messrs. Plowright and Beaumont from Filey reeling off a dozen verses of "Old Macdonald's Farm" with suitable actions thrown in, whilst a certain local crewman (who shall be nameless) finished the evening off by undressing in a very professional way.

The local Pier Hotel was completely full for the prizegiving, with the Mayor of Swansea very kindly giving the prizes. Gordon Cooper received a beautiful clock from the Class as a token of appreciation for all his hard work, and Peter Agnew wound up the week by thanking the host club and all those who had helped to make the Mumbles Championship such an enjoyable week.



Dan Mackenzie from Lagos



Class Sec. and new boat



Gordon and Barbara Weekes from Hornsea



Matt. Anderson from Hornsea



Boat 670 'Juicy Lucy', Nigel Vick at the helm



Alex Flett and crew Brenda Paton, sole survivor of the Scottish contingent



Trio from Morecambe. Left to right: Dick Hartley, Wally Gardiner and Gerald Iddon



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Class Sec. and new boat



Gordon and Barbara Weekes from Hornsea



Ray Drayton in 154 'Shufflebum' heads the fleet on Wednesday morning



Mike Walter in action. Wind force 7



Vernon May (790) and James Curnow (888) approaching the wing mark

1974 Class Subscription

MEMBERS will find both a Membership Subscription renewal form and a Bankers' Order Form enclosed in this *NEWSLETTER*.

All subscriptions—at the new rate agreed by the Annual Meeting—are due on 1st January (£3 full; £1.50 Associate).

Would members assist where possible by returning the forms with their subscription at once, even if it is ahead of time. If you wish to pay by Bankers' Order, please complete this also and return it to the Secretary (NOT TO THE BANK).

Members already paying by Bankers' Order are asked to let the Secretary have the new Bankers' Order back at once, so that it can be lodged with their banks and the old order cancelled.

A prompt return of all subscriptions will help your officers considerably.

PETER AGNEW

CLASS NOTES

CLASS OFFICERS AND COMMITTEE

1974



Retiring Chairman, Gordon Cooper (right) and successor Mike Corbin

The following were elected Class Officers and Committeemen at the Association Annual General Meeting at Mumbles on 7th August 1973. They will serve for one year.

Chairman	.. ..	Mike Corbin, Lymington Town S.C.
Secretary	.. ..	Peter Agnew, Mount's Bay S.C.
Treasurer	.. ..	Paul Hosking, Mount's Bay S.C.
Publicity Officer	.. ..	John Rayner, Filey S.C.
Auditor	.. ..	John Mathews, Mount's Bay S.C.
The Designer	.. ..	Ian Proctor (Also Class Representative on the R.Y.A. Dinghy Committee)
Committee	.. ..	Roger Day, North Devon Y.C.
		Brian Littler, Sussex Y.C.
		Frank Norton, Minnis Bay S.C.
		Mark Peek, Chase S.C.
		Hugh Carter, Lymington S.C.
		Wally Gardiner, Glasson S.C.
		John Gilpin, Filey S.C.
		Les Shaw, Creeksea S.C.
		Struan Morris, Saundersfoot S.C.
		Ian Roxburgh, Mount's Bay S.C.
		Terry Kirchin, Filey S.C.

Co-opted Members

OSPREY 1,000 DRAW

THIS will be drawn at the London Boat Show on Thursday 10th January at 3 p.m. on the Westerly Boat Stand No. S7, near the Warwick Road entrance.

All those holding books of tickets are asked to make sure they are sold *now* and stubs and cash returned to Peter Agnew at Field of Birds, Gulval, Penzance, as soon as possible. Certainly not later than 1st January 1974.

If any member or Fleet Captain would like to have a book, books, or even a single ticket (50p each) please let Peter Agnew know at once.

An all-out effort is needed to ensure all 3,500 tickets are sold—*please do not* return a wad of unsold tickets at the last moment.

Osprey 1000 WILL BE A NEW GRP fully rigged Mark III with Road and Launching Trailer, full suit of sails and cover. The winner may collect it from Earls Court by arrangement or from Westerly Boats at Rock, Wadebridge, Cornwall, any day after 14th January.

All cheques should be made payable to "The National Osprey Association" and sent with stubs by post to Peter Agnew.

LET US SELL ALL TICKETS



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Co-opted Members

Vernon May	..	Chairman, Scottish and Northern Committee
Tony Davies	..	Chairman, Welsh and Midland Committee

Technical Advisers

Ken Robertson	..	Westerly Boats Ltd.
John Gmach	..	J. L. Gmach & Co. Ltd.
Edward Hyde	..	Musto & Hyde Ltd.

OSPREY 1,000 DRAW

THIS will be drawn at the London Boat Show on Thursday 10th January at 3 p.m. on the Westerly Boat Stand No. S7, near the Warwick Road entrance.

All those holding books of tickets are asked to make sure they are sold *now* and stubs and cash returned to Peter Agnew at Field of Birds, Gulval, Penzance, as soon as possible. Certainly not later than 1st January 1974.

If any member or Fleet Captain would like to have a book, books, or even a single ticket (50p each) please let Peter Agnew know at once.

An all-out effort is needed to ensure all 3,500 tickets are sold—*please do not* return a wad of unsold tickets at the last moment.

Osprey 1000 WILL BE A NEW GRP fully rigged Mark III with Road and Launching Trailer, full suit of sails and cover. The winner may collect it from Earls Court by arrangement or from Westerly Boats at Rock, Wadebridge, Cornwall, any day after 14th January.

All cheques should be made payable to "The National Osprey Association" and sent with stubs by post to Peter Agnew.

LET US SELL ALL TICKETS

YEARBOOK ADVERTISING

THE Class Association needs advertisers to support its Yearbook.

There must be many members of the Association who have businesses of their own or business connections with more than just a local interest.

Your support of the Yearbook would be appreciated.

The cost of advertising is £11 per page and £6 per half page (art work extra).

If any member can help—please contact the Secretary.

Booking *now* for publication in March, proofs sent out in January.

1974 NATIONAL OSPREY CHAMPIONSHIP

THE 1974 National Championship will be held at Minnis Bay, Kent, 4th - 9th August and the Minnis Bay S.C. will be the Host Club.

Members wishing to book hotel rooms early in the year—and who have not already had a copy of the Margate Guide —should write to the Information Centre, Marine Terrace, Margate, Kent, for information.

Frank Wilson, the Vice-Commodore of Minnis Bay S.C., writes:

"In 1974 the Osprey Nationals will be held at Minnis Bay for the first time.

To avoid confusion, Minnis Bay is the nearest coast to Birchington, and Birchington is in the Borough of Margate.

As far as the club itself is concerned—the Clubhouse was rebuilt in 1972 with a boat park for 120 boats. The Council car park is adjacent to the Club, and there is also a large green available for parking visiting boats.

I would like to take this opportunity of assuring you that there will be a very warm welcome for you at Minnis Bay, 1974".

Preliminary notices with entry forms should reach members with the March *NEWSLETTER*.

OSPREY FOR SALE

ANY MEMBER WISHING TO SELL AN OSPREY IS INVITED TO SEND THE SECRETARY DETAILS ON THE REPLY FORM BELOW

TO: Peter Agnew,
Field of Birds,
Gulval,
PENZANCE,
Cornwall.

Date.....

NAME .....

ADDRESS .....

.....

.....

TEL. NO. .....

I WISH TO SELL OSPREY:

SAIL NO.: ..... WOOD/GRP/COMPOSITE

BUILDER: ..... SAILS .....

MAST:..... SPINNAKER ..... LARGE/SMALL.....

TRAILER ROAD YES/NO
LAUNCHING YES/NO
CHUTE YES/NO

PRICE £ (To Include/Exclude Delivery)

BEST TIME TO TELEPHONE:.....

CLUB AND OPEN MEETING REPORTS



Burnham Icicle 31 December; Mike Corbin and Brent Strickland, Bill Letten behind



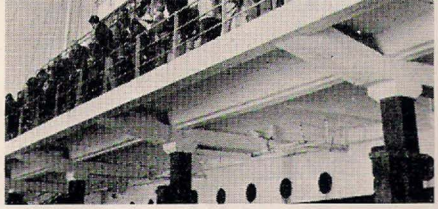
Royal Corinthian grandstand



High speed at Glasson: 489 Gerald Iddon, 919 Alf Hawksworth, and 946 Mark Peek

duelled with each other for top places. Saturday's conditions were tough and exciting, as the combined force 6 easterly and current were in full conflict with a 33 ft flood tide, creating short steep waves and plenty of spray—ideal weather for Ospreys. Understandably, only the strong-

The first race started into a gusting force 5 southerly and, after a series of short tacks up the mere, Gerald Iddon rounded the windward first, to be followed by John Clark from Chase in 854 "The Flying Machine", and Ivan Mortimer from Filey in 869 "Windyanna". Meanwhile, Alf Hawks-



Royal Corinthian grandstand

THE racing year, for most classes, traditionally starts with the Burnham Icicle and this year, after lengthy correspondence, we managed to secure four (instead of our usual two) places. The four teams were: Syd Brown from Southwold in 555 "Schhh — You Know Who", Bill Letten from the local club Creeksea in 819 "Sparafucile", Mike Corbin from Lymington in 833 "Lucky Star" and David Poole from Filey in 880 "Nympholepsy". The weather was suberb from the spectators' point of view, with a sunny clear day and a grandstand view from the warmth of the Royal Corinthian. On the water the scene was not quite so attractive. Cold, little wind, about force 2 westerly, and an uninspiring course consisting of a broad reach for a mile down the river and a tight reach back. Mike Corbin had the best result, finishing 9th; David Poole 20th; Bill Letten 22nd; and Syd Brown 37th, which were fair results considering the distinctly unfavourable conditions and the competition from 80 odd starters. Sadly, this was probably the last time we shall see Syd Brown, for he now has a cruiser and his Osprey has gone to Creeksea.

The first major open meeting of the season was the West Coast Open, held this year over the week-end 19th/20th May on the Lune Estuary at Glasson S.C. It was also the first of many meetings where Mark Peek, in 946 "Skua", and Alf Hawksworth, in 919 "Pink Panther", duelled with each other for top places. Saturday's conditions were tough and exciting, as the combined force 6 easterly and current were in full conflict with a 33 ft flood tide, creating short steep waves and plenty of spray—ideal weather for Ospreys. Understandably, only the stronger teams from the 18 entries completed the two races, Peek and Hawksworth each scoring a first place. This was the first time that the new large spinnakers were to be seen in action and some phenominal speeds were witnessed in the afternoon race.

Local helmsman Gerald Iddon used his local knowledge to good effect in Sunday's calmer conditions by winning the morning race, and Peek won in the afternoon to take the trophy, followed by Hawksworth, Iddon and Alan Smith from Hornsea in 697.

The West Coast Open was inaugurated at Morecambe last year, the idea being to have one main meeting annually in the area, rather than each of the local clubs having individual week-ends and diluting attendances. The trophies have been pooled and the idea works well. If there are any parts of the country where two or three local clubs have a handful of Ospreys on their books, this is an idea worth considering.

The Scottish and Northern Championship was the next item in the calendar, over the week-end 9th/10th June. The venue was Hornsea Mere, some 12 miles north of Hull, with Hornsea S.C. as the hosts. The mere is a about one mile long by half a mile wide and extends for 450 acres, providing plenty of interesting courses and windshifts.

The first race started into a gusting force 5 southerly and, after a series of short tacks up the mere, Gerald Iddon rounded the windward first, to be followed by John Clark from Chase in 854 "The Flying Machine", and Ivan Mortimer from Filey in 869 "Windyanna". Meanwhile, Alf Hawksworth was working his way through the fleet and took the lead at the half-way stage. He had to voluntarily capsize to lash the main after the halyard had broken, but still came third to find he was winner, as both Mortimer and Clarke were disqualified for being over the line at the start. In the second race Chase S.C. were to the fore with Peek, Hawksworth and Clarke chasing each other and finishing in that order, with the wind getting slightly stronger.



John Clarke at Hornsea, 6th overall; winner at Lymington

On Sunday the wind dropped to force 2/3 and initially there were some new faces at the front, Alex Flett in 789 "Cough" and Chris Bonner in 714 "Impala", both from Royal Tay. Local helmsman Matt Anderson was close behind, close enough to hit Flett whilst rounding the windward, an incident costing him second place. Hawksworth worked his way up from 8th to finish first and win the event, with a race in hand. For the final race the wind headed after the first beat and, although the course covered all the points of the compass, a complete lap could be sailed without tacking. Bob Wride from Hornsea, in 904, had a long lead for most of the race but finally succumbed to Anderson on the last beat.

Results: 1st 919 "Pink Panther" Alf. Hawksworth, Chase; 2nd 946 "Skua" Mark Peek, Chase; 3rd 714 "Impala" Chris Bonner, Royal Tay; 4th 700 "Female" Matt Anderson, Hornsea; 5th 904 "U-Wot" Bob Wride, Hornsea; 6th 489 "Nutcracker" Gerald Iddon, Morecambe.

The following week the same band of helpers rallied round to run the club's annual regatta, with the Ospreys fielding 15 boats. Matt Anderson won, Alan Smith from Hornsea, in 697, was second, with Terry Kirchin from Filey third in 755. The weather was fine with the wind rising from force 3 - 5 during the day, the event finishing with the usual excellent Hornsea tea and prizegiving.

Oddly enough, July has been a bit of a lean month in recent years, but a refreshing revival took place at Stone S.C. in mid-July, where an entry of 23 took part in the club's annual open. The locals were supported by visitors from eight other clubs, including Peter Rhead with 883, on leave from Lagos Y.C. Again, this is estuary sailing on the Blackwater, near Chelmsford.

In the windy conditions on Saturday, and less so on Sunday, the two Lymington aces Tony Blachford and Mike Corbin had the event sewn up with two first and two seconds respectively, with Peter Holt from Poole, in 640 "King's Gambit", coming third.

Mention must be made of the team racing which Stone and the nearby club of Creeksea have organised. Two Sunday meetings are held, early in May at Stone, and mid-October at Creeksea, situated on the Crouch just above the Royal Corinthian. Local man Peter Jones won at Stone in 646, with Bill Letten in 72 and Robert Shaw in 805 winning a race each at Creeksea. After totting up the highest positions, Stone was declared winner. The subject of team racing has been discussed more than once at National Committee and this local derby may well be setting a precedent.

Burnham week is normally associated with keelboat racing, and few people realise that many dinghies take part as well. Due entirely to the hard work of Creeksea enthusiast Les Shaw, over 15 boats entered for the week's racing. This is the second year the class has had its own start and trophy—which is no mean feat, for only the Enterprises and G.P.s have similar starts in the dinghy section. Classes for which the Royal Corinthian has always been famous, the Hornet and 5-0-5, failed to raise six starters and were relegated to the menageries fleet. The only trouble with Burnham is its timing, for it is normally held the last week in August and few helmsmen have either the time or the money for two weeks hard sailing in August. Sailing at Burnham should never be underestimated. The courses are invariably 14 - 16 miles long using the Crouch and tributary River Roach, often with a three-mile beat to start. Spinnaker runs and reaches can be longer and the event is every bit as testing as the championship week, especially when the series



Robert Shaw in action at Creeksea in 805 'Granny Smith'



Les Shaw at Creeksea in 819 'Sparafucile'

David Moss sends news of the fleet at

Female "Matt Anderson, Hornsea; 5th 904 "U-Wot" Bob Wride, Hornsea; 6th 489 "Nutcracker" Gerald Iddon, Morecambe.

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Peter Jones, from Stone, in action at Creeksea

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Little has been mentioned of the Scottish scene. Unfortunately the traffic always tends to be one-way, with several Tay and Dysart boats travelling south, but very few reciprocating, except for the Northerns. However, the situation should be reversed for the next two years. In 1975 the National Championship is being held at Carnoustie Bay and next year, as a prelude to this, the Scottish and Northern Championship will be held over the Spring Bank Holiday at the same venue. Royal Tay Y.C. are organising both events.

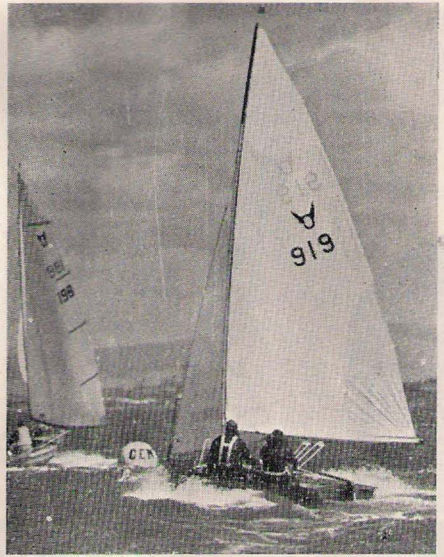
Robert Shaw in action at Creeksea in 805 'Granny Smith'



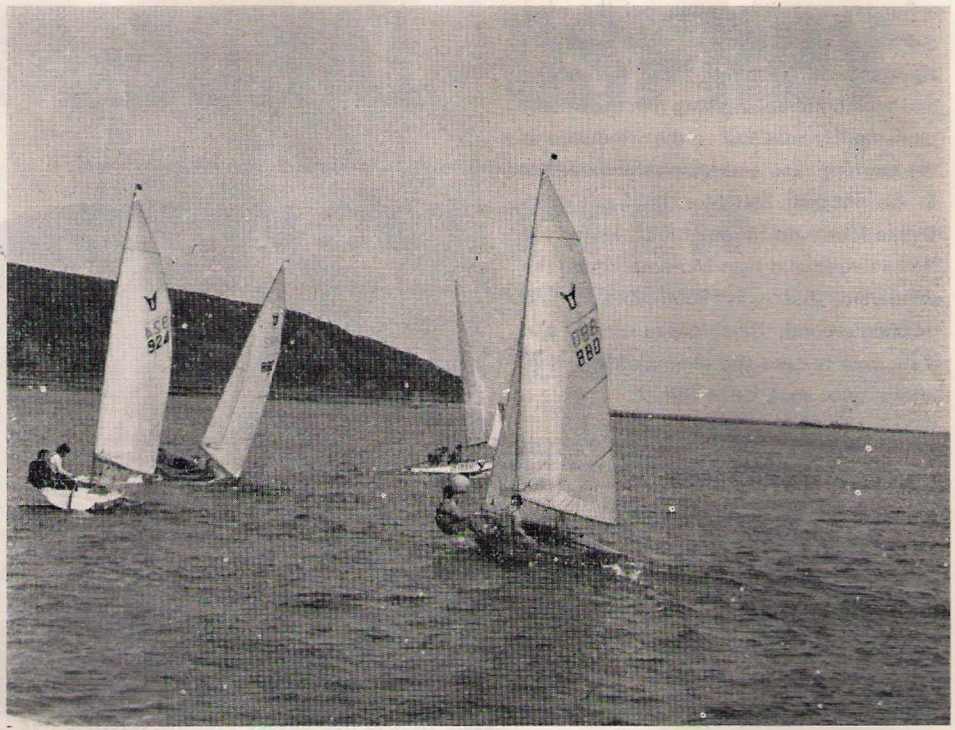
Les Shaw at Creeksea in 819 'Sparafucile'

David Moss sends news of the fleet at Clyde Canoe Club. The big week-end was the Centenary Regatta on 25th/26th August. Fifteen Ospreys took part, nine locals and six visitors, from Royal Tay, Dysart and Wormit. The winds were light to nil with results as follows: 1st 759 "Bucephalus II" Brian Summers, Royal Tay; 2nd 942 "The Other Way Up" Jim Swann, Dysart; 3rd 715 "Impala" Chris Bonner, Royal Tay; 4th 15 "Widgie" Charlie Williamson, C.C.C.

The Plockton regatta on Loch Carron had three Ospreys: 516 from C.C.C., whilst 759 and 465 appeared from Tay. During the summer Alistair and Jean Pratt took 169 to Morar and Mallaig, where they cruised extensively, as did Charlie Williamson with 15 off Morar. Osprey 38 is reported active, sailing from Port Bannatine on the Isle of Bute. The Dysart regatta in June was won by Jim Gellatly from Tay, sailing 750 "Something Better".



919 Alf Hawksworth, and 198 Nat Eynon at Morecambe



The Filey Open for the Chalmers Park Trophy. 732 rounding mark, Tony Wright, Morecambe, 882 Mike Waller, Ogston, 924 Gordon Weekes, Hornsea, 880 David Poole, Filey

The Canada Dry sponsored event at Morecambe on 1st September was an event with a difference and for once we were well represented with the local fleet being active both on the water and with



The Filey Open for the Chalmers Park Trophy. 732 rounding mark, Tony Wright, Morecambe, 882 Mike Waller, Ogston, 924 Gordon Weekes, Hornsea, 880 David Poole, Filey

The Canada Dry sponsored event at Morecambe on 1st September was an event with a difference and for once we were well represented with the local fleet being active both on the water and with the organisation. The purpose of the week-end was to find a Northern Champion of Champions, on similar lines to the Endeavour Trophy, but with more opportunity for helmsmen of popular local classes to participate.

Eight local classes were invited to send their eight top man, selection to be based on results of area and National Championships in the 1972 season. Slight variations to this ruling were inevitable but the Osprey class fielded a very strong team. John Mathews, Mark Peek, Alf Hawksworth, Ken Robertson, Ian Steven (from Tay), Nat Eynon with Gerald Iddon, Frank Peacock and Tony Wright from the home club. The conditions were severe, with wind gusting to force 7, creating steep "Morecambe Chop"—so characteristic of the bay. Raymond Jebbett, crewman to John Mathews, and probably the most experienced crew in the class, said the conditions were the most severe he had ever sailed in. Despite this, they managed 5th overall, finishing 1st, 2nd, 3rd and 4th in the four races, and 3rd, 5th, 8th and 3rd on handicap. Alf Hawksworth was 10th and Nat Eynon 13th. Ken Robertson 15th and Gerald Iddon 16th. The others suffered a variety of gear failure.

To most people Autumn begins in September and this year the class has had an unprecedented collection of open meetings during the Autumn period; Filey on 9th/10th September, Welsh and Midland at Ogston the following week-end, Lymington three weeks later, and Chase on 20th/21st October.

Filey suffered most from this hectic programme, for several would-be entrants were either licking their wounds after Morecambe, or saving their energy for Ogston. Despite this, the entry of 35 was good by any standards, even if 22 home boats were taking part. Saturday's conditions were light to negative, i.e. drifting the wrong way with the tide. The first race took place in a faint onshore breeze and only the first ten to the windward made any real progress before the wind died. Ivan Mortimer from Filey won, to be followed home by Brian Summers from Tay. The next race started in virtually no wind and only four boats finished. Three of these were visitors who crept along the shore in slack water and, by overstanding, managed to lay the windward and finish the two-leg course in one-and-a-half hours, and local man Brian Trenholme in 276, who beat the three-hour time limit by ten minutes. Everyone else retired. By way of contrast, Sunday morning was superb, with a north-west force 4 and bright sunshine. Local expert David Poole at last found form and won the morning race convincingly, with Summers and Matt Anderson from Hornsea following. Summers now had the trophy but went on to win in the afternoon from two Filey men, Hector Watts in 935 and Richard Flowright in 853 "Pastyoureyes".

Overall results: 1st 759 "Bucephalus II" Brian Summers, Royal Tay; 2nd 700 "Female" Matt Anderson, Hornsea; 3rd 489 "Nutcracker" Gerald Iddon, Morecambe; 4th 869 "Windyanna" Ivan Mortimer, Filey.

No sooner had the boats been packed up than it was time to meet again at Ogston for the third annual Welsh and Midlands Championship. No less than 42 boats entered representing Dysart, Filey, Hornsea, Morecambe, Glasson, Steel Co., Chase, River Towy, Poole, Lymington,



Terry Kirchin in 755 'Look' at Filey

Grafham and the home club. It was a pity the quality of the weather did not match that of the entry, for throughout the week-end the winds were light, fickle and frustrating. As usual the top men seemed to cope quite well. Mark Peek won the practice race for a new trophy, but fouled Alf Hawksworth whilst well placed in the first race, to be disqualified. In this race, once clear of the melee at the windward (not a strict definition as boats approached from all directions) the leaders pulled ahead, with Tony Blachford winning from 670 "Juicy Lucy" helmed by Nigel Vick of Barry, and Hawksworth third.



Scene ashore at Ogston

Sunday was little better, but the wind did have some semblance of direction. Hawksworth mastered these conditions and won both races, giving him the Championship. He was first to the windward in the morning race and led all the way. Nat Eynon was next, Blatchford third, and John Clarke fourth. In the final race, Eynon led Hawksworth and Ivan Mortimer round the windward, but was soon passed and finished second. Blachford needed to win if he was to take the championship, but, after a poor start, came 6th.

All in all it was a tiring week-end for most people, and judging from the result sheets the locals were suitably baffled as well. Results were: 1st 919 "Pink Panther" Alf Hawksworth, Chase; 2nd 938 "Infidel" Tony Blachford, Lymington; 3rd 198 "Blue Moon" Nat Eynon, Steel Co.; 4th 937 "Super Star" Mike Corbin, Lymington; 5th 880 "Nympholepsy" David Poole, Filey; 6th 854 "The Flying Machine John Clarke, Chase.



Mark Peek in 946 chases Tony Blachford in 938 at Chase

Whereas Lymington always used to be regarded as the last meet of the season, the Chase Open now seems to have taken

former national champions, runners up., etc. John Mathews won this year by a massive margin.

Lymington; 5th 880 "Nympholepsy" David Poole, Filey; 6th 854 "The Flying Machine John Clarke, Chase.

The Lymington Town Open, early in October, has always attracted a big entry and this year all records were broken when 50 boats came to the line. The debut of the Mark III was an undoubted attraction, and having a Class Committee meeting blackmails one or two more to attend. Amongst the long-distance men were three boats from Filey, six from Mount's Bay and several from Wales.

The new Mark III, appropriately named "The Shape of Things to Come", was helmed by Ken Robertson and finished 8th overall, whilst his other famous boat, 760 "The Other Man's Grass" was helmed by Olympic Finn contestant Richard Storer, who finished 4th overall.

The wind and tides played havoc with the week-end's race programme. The practice race extended for two hours, which left barely enough time for the first race to take place. Local man Tony Blachford won both races. Sunday morning saw a three-hour postponement to 11.30, by which time, far from increasing, the wind virtually died. Tony Powell from River Towy, in 793 "Wanderin' Star" won this race and, after two general recalls, the fleet started the final race in slightly more breeze. John Clarke and a few more just managed to finish just before 6 o'clock as the wind died, leaving the remainder to drift to the finish or make for home.

Results: 1st 854 "The Flying Machine' John Clarke, Chase; 2nd 938 "Infidel' Tony Blachford, Lymington; 3rd "Pink Panther" Alf Hawksworth, Chase; 4th "The Other Man's Grass" Richard Storer.

Mark Peek in 946 chases Tony Blachford in 938 at Chase

Whereas Lymington always used to be regarded as the last meet of the season, the Chase Open now seems to have taken over this distinction. This year they managed to obtain use of the entire reservoir for the two days and the entry of 25 included several top names, no doubt interested to see the National Champion on his home ground. Tony Blachford and Mike Corbin travelled north from Lymington, whilst Ken Robertson arrived with the Mark III boat. It was really a "them and us" week-end with these three, plus Mark Peek and Alf Hawksworth out in front and the rest behind. On Saturday it was grey and cold, with the wind force 5/6, and from the early stages Peek and Blachford tussled for first spot out in front, Blachford finally winning after a gruelling two-hour race. Sunday was sunny with the wind still strong. The course was a beat up the reservoir and a series of six exciting reaches down to the leeward, gybing at each. Corbin pulled clear to win but Peek, Blachford and Robertson were nose to tail all the way and finished in that order, the result of the last race being critical to all four helmsmen. The wind died to force 2 in the final race. Corbin was put out of the running after fouling John Clarke, whilst Blachford passed Peek on the final spinnaker run to win by five seconds and take the overall trophy. Results: 1st 938 "Infidel" Tony Blachford, Lymington; 2nd 937 "Super Star" Mike Corbin, Lymington; 3rd 946 "Skua" Mark Peek, Chase; 4th 959 "The Shape of Things to Come" Ken Robertson, Rock.

One other Autumn event is the one-day meeting at Mount's Bay for the Panmorra Cup, this year held on 23rd September. The winner keeps the trophy until the following year when it is competed for again at a club of his choice. Needless to say, it is pretty safe at Mount's Bay, for not only have the visitors to get there, they have formidable opposition in the shape of former national champions, runners up., etc. John Mathews won this year by a massive margin.

Sussex Y.C., sailing at Shoreham, have 16 boats on the books at the moment, with fleet honours in the points racing going to Brian Littler in 963 "Lover in Law" and Hal Bowen in 175 "Mary Jane". Although the Class had no Open this year, eight boats supported the Lymington meeting. Facilities are excellent, the club boasting the largest clubhouse on the south coast.

George Robinson writes from Lydney in Gloucester to say that three boats are racing regularly at Lydney on the Severn Estuary, with hopes of more to come and Class racing next year.

FUTURE NEWSLETTERS

THE Class Publicity Officer, John Rayner, has kindly undertaken to write and publish the Class *NEWSLETTER* in future.

I would, therefore, be pleased if Class Captains and Club Representatives could let him have all the news direct.

His address is:
John Rayner, 5 Greystone Close, Boston Spa, Yorkshire.
Telephone: Boston Spa 842860.

He will—as I have done—appreciate it if the news could be sent in report form so that it can be easily edited.

Photographs of local interest and personalities are most welcome; the more the better.

A reminder: *NEWSLETTER* will be published in March, July and November.

Could you let John have your news by:
February 15th for the March issue;
June 15th for the July issue;
October 15th for the November issue.

Thank you,

PETER AGNEW

Printed by Wordens of Cornwall Ltd., Parade Street, Penzance, Cornwall