NATIONAL OSPREY

NEWSLETTER

MARCH 1974

THE 1000 DRAW



Rosie Swale draws the winning ticket, helped by Colin (centre) and Peter Agnew.



Liz McKay in her Osprey Uniform at the Show.

1st Ticket 1720 Osprey 1000
Tony Davies, Swansea

2nd Ticket 312 Suit of Sails
Jaqui and Brian Nunn,
South Benfleet

3rd Ticket 2229 Sailing Wear
Ian Wilkins, Maulden, Bedford.

In the presence of some 20 Association members and Class Secretary Peter Agnew, the draw for the prototype Mark 3 Osprey, No. 1000 'Tomorrow's World' took place on Westerley Boats' stand at the Earl's Court Exhibition on 10th January. Colin and Rosie Swale were good enough to draw the winning tickets. It will be remembered that the Swale family of three set off to sail round the world in a catamaran and after rounding Cape Horn on the return trip Rosie gave birth to the fourth member of the family, Colin acting as midwife on the high seas. Jack Knights writes about the Swales in Yachts & Yachting, February 22nd issue.

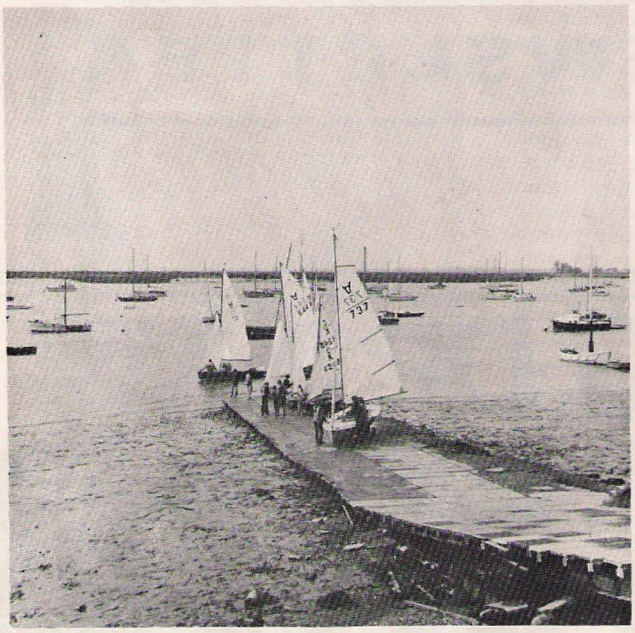
After some early misgivings the final sale of tickets realised a profit of nearly £300.00 towards Association funds. It is safe to say that without the sterling work done by Liz McKay (regular crew to brother Alastair on 414 'Darcy' sailing at Steel Coy) the financial success would have been in doubt, for she sold £250 worth of tickets during her full time stint at the Show representing the Association. Once again Westerly Boats through the good offices of Ken Robertson accommodated us on their stand, and thanks are due to other non-committee members who helped out during the week.

Apart from the financial side of the operation it was good to see regular Osprey helms and crews featuring in the prize list. Tony Davies is based at Steel Coy, hitherto sailing 898, a Gmach built boat. Prior to this he owned 635, a Paul Wright G.R.P. version and so with No. 1000 he is likely to become an authority on glass boats. Not only does Tony now have a brand new Mark 3 for the price of a 50p ticket – he will no doubt benefit to the tune of several hundred pounds from the sale of 898. Some people have all the luck!

Robert Shaw of Creeksea will probably benefit most from the second prize. Although Jaqui and Brian Nunn were the joint winners, the sails will be little use to Jaqui and as Brian is regular crew to Robert in 805 - - - - -

Ian Wilkins sails 463 at Stewartby, an inland club near to Bedford.

THE '74 ICICLE



Ospreys launching at Royal Corinthian, Burnham Week 1972. Boat 72, Bill Letton, 544 John Rayner and 737 Peter Rhead. The Icicle is a little busier than this.

The traditional Winter Classic, The Burnham Icicle was held on Sunday, 30th December. The Class fielded a strong team which produced excellent results. Four crews took part, Class Champion Mark Peek and crew Andy Salamonson from Chase in 946 'Skua', Runner-up Tony Blatchford and Brent Strickland from Lymington in 1002 'Proto', Alf. Hawksworth and David Mager in 919 'Pink Panther' and local men Bill Letton and Robert Shaw from Creeksea (mile and a half up-river from the Corinthian) in 805 'Granny Smith'.

A practice race was held on the Saturday with the Class scoring moderate success. This can be a risk because a few years ago fog prevented the Icicle being sailed and the practice race counted. Perhaps the crews were saving themselves for the open house provided by Jean and Les Shaw in the evening, where Osprey enthusiasts from nearby Creeksea and Stone joined the party and a most enjoyable evening was had by all.

Apart from the appearance of the prototype wood Mark 3 No. 959 last Autumn, this was the first time that a production model had been seen, and Tony Blatchford's final placing of 8th out of 98 finishers speaks well of his skill, as he had only a fortnight to collect the boat from Westerly, rig, tune and travel to Burnham. Mark Peek had a superb sail to finish 5th, whilst Bill Letton came 18th and Alf. Hawksworth was forced to retire with gear failure. The weather was mild with the wind a gusting force 4. The course was basically a reach up the river followed by another reach back with very little tacking which suited the Five-Os, who took the top three places.

Final corrected times:– Winner 75.020 mins, Osprey 946 – 78.554, Osprey 1002 – 80.805, Osprey 805 – 87.449.

A GOOD SHOW

This was the comment made about the Earl's Court Exhibition last January by Ken Robertson. Despite bomb scares (nearly one a day), power restrictions and the general economic gloom, most of the regulars had attended by the end of the show and in the subsequent eight weeks 25 new boats have been ordered.

Most of the Yachting Journals covered the Mark 3 in their Show reports with varying degrees of enthusiasm.

Writing in 'Small Boat', Peter Copley described the Mark 3 as the most exciting Osprey seen at the Show, likely to offer the class a new lease of life at a realistic price.

Comment in Bob Fisher's column is a fair accolade for any dinghy class and his views on No. 1000 in February 8th issue of Yachts & Yachting are well worth reading. The same magazine had done a surprisingly sparse review of the racing classes a fortnight previously with no mention of the Osprey, but the coverage given to the class in the late November issue more than made up for lack of comment at this stage.

On the 16th January, 'Yachting & Boating Weekly' had an excellent photo of the boat, whilst that hallowed keelboat monthly, 'Yachting World', gave the boat an excellent write-up, albeit wrongly described as a Mark 2, and was the only report to comment on the short spinnaker sock.

In Terry Lawton's review in 'Dinghy Sailing', just 30 words in a three and a half page feature were allocated to the Osprey, enthusing in the main about the non-slip on the floor. However this is another journal that has given very good coverage to the boat in previous issues.

NORTHERN AGENCY APPOINTED

Peter Copley Marine of Sheffield have been appointed Northern Agents for Westerley Boats' Mark 3 Osprey. This is excellent news for Northern helmsmen, particularly the Scottish contingent, who will now be spared the long trek south for new craft.

The driving force behind the new premises at Edgedale Road is the husband and wife team of Peter and Jill Copley, whose present showroom has developed from a home-based chandlery business. They are both very enthusiastic about the Mark 3 and intend to have available at all times a fully equipped and rigged boat ready for instant collection.

Many will know Peter from his books and regular features in the magazine 'Small Boat' (feature on the Mark 3 soon), whilst in those rare moments of spare time he sails a Lark at Ogston S.C., near Matlock, Derbyshire.

"Promises, Promises", Osprey 840 at The National Ladies Championship 1973 by Hilary Thomas

During September the first National Ladies' Championship was announced. It was to be held as a single pursuit race on the Welsh Harp, near Hendon, on Saturday, 3rd November and sponsored by National Benzole.

I entered immediately, hoping to receive petrol vouchers offered to the first 25 entries outside London. It soon became obvious that the Sponsors were making the most of the Championship. Within a fortnight of entering, my crew, Pat Collins, and I had been visited by photographers and our photograph published in the local Press and Yachting and Boating.

When the entries topped 100 I began to think that a pursuit on the tiny Welsh Harp would be impossible. I regularly enter the Stokes Bay Pursuit Race when the Solent seems crowded with 200 boats. Incidentally Nick Houlding in Osprey 130 was 20th in that race and I was 39th and won the first Lady Helmsmans prize.

Two weeks before the event the R.Y.A. announced that three one-hour pursuit races, two to count would be held with a practice race. Matters seemed to be getting out of hand when the entries topped 130 but I had not counted on the excellent organisation of the Welsh Harp Sailing Club, the R.Y.A. and National Benzole.

It was a long day. Up at five and by 9.30 we had driven 75 miles, had breakfast and rigged the boat. We were given vouchers for 10 gallons plus a souvenir pen when signing on – a little different from usual open meetings. Dozens of questions were asked at the comprehensive briefing and most people knew the course backwards.

The practice race set the pattern for the day. Each class had its own start and as we were fastest boat there we had to wait 26 minutes before the off. With the wind slowly increasing from nil to force 2 we soon caught up the main fleet, but found it almost impossible to gain places except on a reach or run (thanks to the large spinnaker). There were 8 marks, each about 200 yards apart, and not suprisingly these short legs caused plenty of bunching when rounding – sometimes we had to wait our turn to round! Incidentally, no shouting, no bad language, just a great deal of giggling.

Each race consisted of just over two laps and during the last race we had been lapped by the slower boats before we started. In fact the eventual winner, Mrs. Linda Ingram in a Minisail completed the course in less time than ourselves. Scratch boat was the leading Enterprise. When it had sailed for an hour a buoy was placed in front of the leading boat. We had to round this buoy and go straight for the finishing line. Our placings were, 64th, 45th, 38th, giving 37th overall.



Hilary Thomas (right) and Pat Collins

We had hoped to do better, but it was not to be. The girls at the top deserve to be there. John Parkin to whom Pat and I owe a great deal of thanks for all his help, said it was a treat to watch the leader stacking on the shifts and keeping clear of calm patches. However I must stand up for myself and the other fast handicap classes. We touched the bottom several times and found it almost impossible to find clear wind. We finished second of the ten fastest handicap boats.

National Benzole did us proud after the racing. Champagne, food and fresh cream eclairs. Silver Trophies, presented by Rosie Swales (note) were given to the first six overall for keeps.

Although the races lasted barely an hour, it was very exhausting, sails up, sails down, snatching meals and checking course. However the weekend was good fun – how about some more Ospreys next year?

Finally, how nice to see all those men watching we women sail!

DOMESTICS

SAILSKI TROPHY
20/21 April, 1974

This event has been run at Aviemore for about the last seven years or so. It all started when Helensburgh Sailing Club and Bearsden Ski Club threw down the gauntlet to a crowd of Enterprise sailors from Royal Tay and Dundee Ski Club. The Glasgow Herald was approached and the "Sailski Trophy" was presented. Royal Tay Yacht Club/Dundee Ski Club team have been the holders of this trophy since the beginning.

Usually the teams competing are from the East and West regions of Scotland although two years ago a team of Hornets entered from Cramond Boating Club and the local Cairngorm Ski Club and Sailing Club are keen contenders. The idea of the event is that teams of three boats race on Loch Morlich on Saturday and a very simple ski race is held on Cairngorm on Sunday, both events counting for points in the team event. The whole point of the event is that each of the six members of each team must ski and sail.

The sailing races are sailed on a handicap basis and in the past teams have been made up of Ospreys, Enterprises, Wayfarers, etc. Filey Sailing Club have threatened to come and compete but so far nothing has come of this threat. Any Osprey/Dinghy owners who would like a weekend at Aviemore with skiing and sailing and guaranteed "Highland Hospitality" are invited to form a team and enter. Further details are available from —Jimmy Gellatley, 2 Douglas Terrace Broughty Ferry, Dundee DD5 1EA. Telephone: Dundee 77469.

ELVSTRUM MASTS

These masts are new to the class, but Mark Peek, used one most successfully at Mumbles. He says Elvstrum will import on the basis of minimum order for 6 masts. Contact Mark at 27 Haddon Road, Fairfield, Buxton, Derbyshire.

SAIL MART

Tony Lawson of Sail Register (Tel. Brigg Lincs 3072) will buy, exchange or sell Osprey sails. 5% off orders for new sails.

'74 SUBS

That perpetual reminder. Please pay your '74 subs if they are still outstanding to Peter Agnew, 'Field of Birds', Gulval, Penzance, Cornwall. Rates – full £3.00, Associate £1.50.

DON'T FORGET YOUR EDITOR

I need news, photographs of boats and personalities and all meeting results, whether Open, Regatta or club points series, by 15th June for the next issue. I sent out 28 reminder cards to all known fleet Captains for this issue. Only ten took the trouble to reply – a dismal response. To John Rayner, 5 Greystone Close, Boston Spa, Yorks. Tel. Boston Spa 842860.

THE METAMORPHIS OF THE OSPREY
by Brian & Sue Littler

This unusual tale commences with a strange natural history phenomenon. The Osprey migration.

Once a year Ospreys from this country, together with a few wayward birds from overseas, may be seen flocking to the sea for a short lived but frantic mating season. Little is known of the actual details but somewhere near high-water mark male birds have been seen racing out to see in full plumage, spinnakers flying, masts erect, chasing the females in ever decreasing circles, often for as long as four hours at a time.



A little later in the week – after a variable incubation period, the female lays a single egg in the shape of a oval fender.

THE OSPREY EGG

Green for a Boy
Red for a Girl



This hatches after 3–4 weeks producing the embryo Osprey, recognisable as a racing buoy by its embyonic mast.

THE OSPREY EMBRYO



By the second year the embryo has developed into an infant boat with rudimentary mainsail, gaff rig and stem horse, sometimes to be seen on protected inland waters.

2nd SEASON
INFANT BOAT



The third year junior is growing fast, still clinker built, but has now added a storm jib and the mast has grown enough to support a bermudan rig.

3rd SEASON
JUNIOR



The fourth year bird reveals two beautifully grown sails, centre sheeting and powerful mast with developing rudder and centreboard.

4th YEAR



By the fifth year the adolescent has produced a spinnaker, completed growth of mast and has added a trapeze to a mature Mark 3 hull.

Fully mature at six years, with V.A.T. added the fledged Osprey is ready in all its glory to enter the annual migration.

It is known that sexing an adult Osprey is very difficult and few have sufficient knowledge – Osprey 700 is without doubt a Male, Osprey 937 is a female, thereby providing our Chairman with a ready supply of new birds without capital outlay.

Inevitably someone will upset this theory. Indeed some Ospreys exist which are impotent – no valid certificate. But it is rumoured that Ian Proctor has found a way to neuter young Osprey, and a new breed of fast, hungry quick maturing Ospreys may soon emerge from this heartless development, showing that man, not nature, controls the future of this beautiful bird.

FORTHCOMING EVENTS

NATIONALS – A FINAL WORD

The entryforms and preliminary notices were sent out early in February. Club Secretary Melvin Graham reports that over a dozen entries have been received within 4 weeks and that accommodation at the hotel reserved for the event, The Nayland Rock Hotel, is rapidly filling up. Also do not forget that the car parking spaces adjacent the clubhouse are limited to the first 50 entries on a strict first come, first served basis.

WELSH & MIDLAND CHAMPS.

Tony Davies writes:–

"This year's event will be held over the weekend 13/14th July at the River Towy Yacht Club, in the village of Ferryside, about halfway between Mumbles and Saundersfoot. The Towy Estuary is open to the prevailing South-West winds and provides for excellent sailing. The club has been a regular venue for Welsh Osprey sailors for many years and has been host to three other classes for their National Championships. The village has a number of Bed and Breakfast houses whilst camping facilities are available near to the clubhouse."

Programmes and entry forms will be sent to club secretaries nearer the date but if anyone requires information at this stage, contact Tony Powell who will answer any queries. His address:– 'Haulwen', Ferryside, Carmarthen. Tel: Ferryside 354.

FIXTURE LIST – 1974

DATE	CLUB	TROPHY OR EVENT
Apr 13-15	Royal Lymington Y.C.	Easter Points Series
May 11-12	Royal Tay Y.C.	Opening Regatta
18-19	North Devon Y.C.	Woolworth Paddle (Open)
25-26	Mounts Bay S.C.	Whitsun Open Meeting
25-26	Saundersfoot S.C.	Open Meeting
25-26	Royal Tay Y.C.) Carnoustie Y.C.)	Scottish & Northern Area Championship
26-27	Hornsea S.C.	Regatta
June 22-23	Sussex Y.C.	Open Meeting
22-23	Ribble Cruising C.	West Coast Open
29-30	Tees S.C.	Regatta
29-30	River Towy Y.C.	Regatta
29-30	Dysart S.C.	Regatta
July 13-14	River Towy Y.C.	Welsh & Midland Area Championship
13-14	Mumbles Y.C.	Open Meeting
13-18	Royal Tay Y.C.	Tay Week
27-28	Filey S.C.	Regatta
28	Mounts Bay S.C.	Regatta
Aug 4-9	Minnis Bay S.C.	National Championships
24-25	Royal Lymington Y.C.	Regatta
24-25	Clyde Canoe Club	Regatta
Aug 31 - Sept 1	Morecambe & Heysham Y.C.	Green Riband National Sailing Invitation Championship
Sept 1	Tees S.C.	Swarbrick Trophy (Long Distance Handicap)
7-8	Filey S.C.	Chalmers Park Trophy
22	Mounts Bay S.C.	Panmorra Cup (Open)
21-22	Royal Tay Y.C.	Closing Regatta
Oct 5-6	Lymington Town S.C.	Jack in the Basket (Open)
19-20	Chase S.C.	Open Meeting

Note: All Regattas shown will have an Osprey Class subject to a minimum entry.

SCOTTISH & NORTHERN CHAMPS.

Alex Flett writes:–

"The Scottish & Northern Championship returns to Scotland this year over Spring Bank Holiday weekend Saturday and Sunday, 25th and 26th May, to a new venue at Carnoustie at the mouth of the Tay.

This year the Championship is sponsored – trust the Scots–by The Scotsman Newspaper and the Centre Hotels Group. The Scotsman will be providing posters, printing and publicity, whilst Centre Hotels will be dealing with part of the catering. A few other local firms have been persuaded to pitch in with prizes and rumour has it that they will not be exclusively for the front end.

The event is being organised jointly by the Royal Tay Yacht Club together with Carnoustie Yachting Club. Carnoustie is new to the Osprey fleet but not to Championship events and since the Nationals will be held there next year, this will be a good opportunity, for sailors and organisers alike, to have a trial run. The clubhouse is only 50 yards from the shore and has ample dinghy parking, changing rooms, showers and a large balcony overlooking the bay.

Carnoustie is one of Scotland's well known golfing centres and also possesses one of the finest stretches of sand in the country. However the tourist has not taken over yet and so there is still plenty of room to move and park your car. There are also several Hotels, but, naturally, the organisers hope that competitors will book into the Tay Centre or Royal Centre Hotels in Dundee."

Entry form and hotel brochure are included with this Newsletter, and Alex will be pleased to deal with any queries – contact him at 6R Fair A Far, Cramond, Edinburgh. Tel: 031-336 6821.

THE MARK III OSPREY
is in our showrooms now !!

We are proud to announce that Westerly Boats have appointed us sole Midland and Northern distributors of the fabulous new Mark III Osprey.

Our famous "Sailracer" service has been extended to provide back-up service for this fine new boat and includes custom-built Bruce Banks Dacron sails, Proctor Masts, instant rigging service plus full workshop repair facilities. We aim to keep you sailing !!!

The Sailboat Centre is open six days a week (closed Sunday) and is lavishly stocked with everything from a shackle to a brand new boat. Wet suits, clothing, shoes, paint, rope, go faster gear, books and buoyancy aids.

We provide the gear and you provide the talent – an unbeatable combination.

PETER COPLEY MARINE

THE SAIL-BOAT CENTRE
3–11 Edgedale Rd (off Abbeydale Road)
Sheffield S7 2BQ
Tel: 0742 - 56985

NEW CLASS AT TEES



The background is not quite like Filey or Penmaenmowr, but winter sailing in West Hartlepool Coal Dock makes for tough crews. A February photo of Malcolm Stringer and crew Robert Andrews in 489 "Nutcracker".

Last minute news before going to press is that the Osprey has been granted class racing at Tees S.C., West Hartlepool on the North-East coast. Throughout the winter some 5 boats have been regularly turning out in Hartlepool harbour for the Sunday series, races lasting up to 2 hours with 8 laps of the harbour. It is the enthusiasm of these helms that has finally enabled Malcolm Stringer to ask the committee for class status.

In fact it is due to Malcolm's hard work that in a matter of months the class has grown from a couple of handicap entries to the present situation..10 boats are based at the club including three Mark 3 Ospreys. Malcolm has bought the prototype No. 959 from Ken Robertson, whilst Tony Clayton (ex Wayfarer) and Bill Rowbottom (ex Kestrel) await the other two. Tony Wright has moved home from Morecambe with 732, and other new members are 602 Wally Riley (ex Albacore), 164 John Robinson and 489 John Fotheringham (both former Scorpion men), 895 John Hood (ex G.P.14), 122 Rodney Atkinson and 801 Ken Muswell. With the exception of 122, 164 and 895 all the other boats are new to the club.

The season starts on 6th April, racing taking place in Hartlepool Bay. The club's Regatta will be over the weekend 29/30 June with class racing for Ospreys and on 1st September there will be the annual long distance handicap event for the Swarbrick Trophy.

THE WINTER SCENE
Round-up of Club news and Events

Scotland. Stewart Murdock writes an indignant letter from Tayport, pointing out the incorrect caption to the photo of Alex Flett in the last Newsletter, when Alex and crew Brenda Paton were billed as being sole survivors of the Scottish contingent. Stewart in 740 'Mercury' representing Wormit S.C. not only finished the week but was also the highest placed of the two Scottish boats –sorry about the mistake. Wormit currently has 4 boats on its books, 488, 740, 749 and 827, racing in the club handicap fleet and supporting local open meetings.

Dysart have been in the news recently. Over £30,000 has been spent on repairing the harbour wall and generally improving club facilities. The sum was made possible with a grant from the Scottish Sports Council, £5,000 from Kirkcaldy Town Council and the balance being raised by the club. The class seems to be maintaining status quo at the moment, with the possibility of one Mark 3 for the coming season.

David Moss reports that boat 437 has joined the fleet at Clyde Canoe whilst at Royal Tay boats 427 and 806 have swelled the ranks.

All the Scottish clubs are enthusiastic about Carnoustie and a high turnout of Scottish boats is anticipated.

Northern England. Undoubtedly the most important event in this area has been the establishment of the class at Tees S.C., reported elsewhere, but it is also worth noting that Filey, with 29 boats registered at the club has the largest fleet in the country by quite a good head. Club Commodore Ron Lorriman has just taken delivery of Mark 3 No. 1003, aptly named "Yorkshire Pudding", with another new boat going to Peter Beaumont. There will be class racing in the club regatta this year as well as the Open meeting, with the season starting on 31st March.

At Hornsea, Matt Anderson is taking delivery of a Mark 3, numbers remaining constant at about 15 boats. A little further North at Dorman Long Marine Club near Redcar, Brian Scurr has bought 790 to keep the flag flying along with John Perrot in 590.

With these four clubs mustering some 60 boats between them the North-East coast is rapidly becoming a stronghold of the class.

Morecambe now has 15 boats, with two Mark 3s joining the fleet, 1008, a wood version going to Gerald Iddon and 1009, a standard G.R.P. to Vernon May. The winter handicap series of 6 weekends up to Christmas was won by Wally Gardiner in 804, Vernon third in 790, and four other Ospreys taking part.

Midlands. With three boats coming in the first 12 at Mumbles (Mark Peek first, Alf. Hawksworth third, John Clarke twelth) strong competition is likely in the coming season's racing. The two-day open meeting in October stays, by which time it is hoped that clubhouse extensions will be completed.

Brian Barnard sends news of the class at Stewartby S.C., near Bedford. Some 7 boats raced last season with honours going to Ian Wilkins in 463. The Osprey is an adopted class, with several helms taking part in the winter series and a likelihood of 10 boats for the start of the '74 season.

Creeksea S.C. near Burnham on Crouch held their annual Dinner on 25th January and as a token of thanks to Les Shaw, the local Osprey fleet presented him with a large cake in the shape of an Osprey motif, size 2 ft. x 3 ft. Tony Hodges (boat 565) exercised his skill as a Baker and everyone of the 150 people present had at least one piece. 18 boats will be coming to the starting line in April, including Les's new Mark 3 No. 1001.

Wales. Roy Matthews sends news from Mumbles. Likely to be 12 boats for the coming season with three new helms, Alan Bevan in 308, Roger Gammon in 155 and Robert Arnold in 744.

Tony Davies writes to say that 15 Ospreys race regularly at Steel Coy. of Wales Sailing Club – the name may soon be changed to 'The British Steel Corporation Sailing Club, Margram'. The winter frost-bite series was won by Tony Powell from River Towy Y.C. in 793, 'Wanderin' Star', Nat Eynon in 198 'Blue Moon', and Tony Davies in 898 'Eryr y Mor' (Welsh for Osprey).

South of England. Weir Wood reservoir, some 450 acres near East Grinstead has seen Osprey 755 in the hands of Terry Kirchin waving the class flag during the Winter months.

Tony Pritchard advises that the fleet at Lymington Town musters 14 boats including 760 "The Other Man's Grass" purchased from Ken Robertson last season. The Osprey fleet member have met regularly at the clubhouse during the winter months. John Matthews lives in Lymington but no-one is quite sure if he will be sailing this year (rumour has it that 922 is up for sale).

At Mount's Bay a lot of the dead wood has been discounted in the new fleet list which shows 18 Ospreys. The 420 Class has been introduced in the hope that it will act as a stepping stone from the Mirror to the Osprey. At least one Mark 3 joining the club for the season which starts first Saturday in April.