NATIONAL OSPREY NEWSLETTER

DECEMBER 1974

TONY BLATCHFORD'S YEAR



Prizegiving at Morecambe. Malcolm McDonald, Marketing Director of Canada Dry, with his wife presenting silverware to Tony Blatchford and crew, Brent Strickland.

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By any standards Tony Blatchford's achievements during 1974 have been remarkable. He won the National Championship convincingly with a four race total of only 7¾ points and but for gear failure, a problem everyone faces, Monday's result would undoubtedly have been in the first five and a certain first on Wednesday. He won every open meeting he entered, starting in May with the North Devon Open, to be followed by those at Stone, British Steel Corporation, Lymington and Chase as well as the Welsh & Midland Championship. He also represented the class at the Canada Dry Green Riband event at Morecambe – below he gives his own account of the weekend.

"The 1974 Green Riband Trophy was held under the burgee of the Morecambe & Heysham Yacht Club over the weekend 31st August–1st September. In direct contrast to last year's event, when the wind did not drop below force 5, this time it varied from 0 to force 2 – not Osprey weather!

The event was dominated by the Merlin Rocket contingent and the extremely well-sailed Scorpion of the Curran Twins. The first race on Saturday saw Tony Blatchford in "Infidel" first home, with Alf Hawksworth in "Pink Panther" 2nd; however they only finished 5th and 6th on handicap, the Scorpion winning. The second race was won by a Merlin Rocket, with "Nutcracker" the first Osprey. Sunday morning's race should not have been started, as the tide was running far faster than the wind, with the result that the whole fleet arrived at the windward mark together and all drifted past. The course was shortened after two short reaching legs and the time limit expired after only half a dozen boats had finished. Ken Toole in "Shadowfax" was well placed at the finish, but was disqualified for a premature start! During this race, the sky was so black that all the promenade and pier lights were switched on - presumably to raise the spirits of the competitors, or to aid navigation!

The final race brought more enthusiasm to the Osprey team, with the sky clearing and a trace of wind showing on the water. "Infidel" and 505 "Brigantes", sailed by Peter Colclough, battled at the front with the latter just taking line honours and "Infidel" winning on handicap. The whole Osprey fleet finished within 3 minutes or so, but 10 places separated the first two boats.

The Curran Twins, in the Scorpion "Oozoo" won overall, with Merlin Rockets 2nd, 3rd and 4th, and "Infidel" 5th. "Pink Panther" was the next Osprey at 19th.

The series favoured small, light boats which were able to tack quickly, but the Osprey as a class showed that they were about the best of the big boats. The visitors to Morecambe were shown true northern hospitality by Ken Toole, Gerald Iddon and others, and this was really appreciated."

MINNIS BAY

Report on the 1974 National Championship

For Minnis Bay S.C. the '74 Class Championship was the club's first attempt at holding a National event, and for many of the competitors, it was their first visit to Thanet Coast.

When a host club is, in effect, 'on trial' for the first time, it always seems that a little extra effort is made to ensure the success of the event, and this year Minnis was no exception. Although many people gave valuable time and holiday leave to help – special mention must be made of Club Commodore Frank Norton and Secretary Melvyn Graham, who with the help of their wives were the backbone of the organisation.

For the first time the National Championship benefited from Sponsorship, with cash and marker buoys being provided by the local branch of Barclay's Bank. Several other local firms contributed prizes and equipment, with additional rescue facilities being loaned by neighbouring clubs.

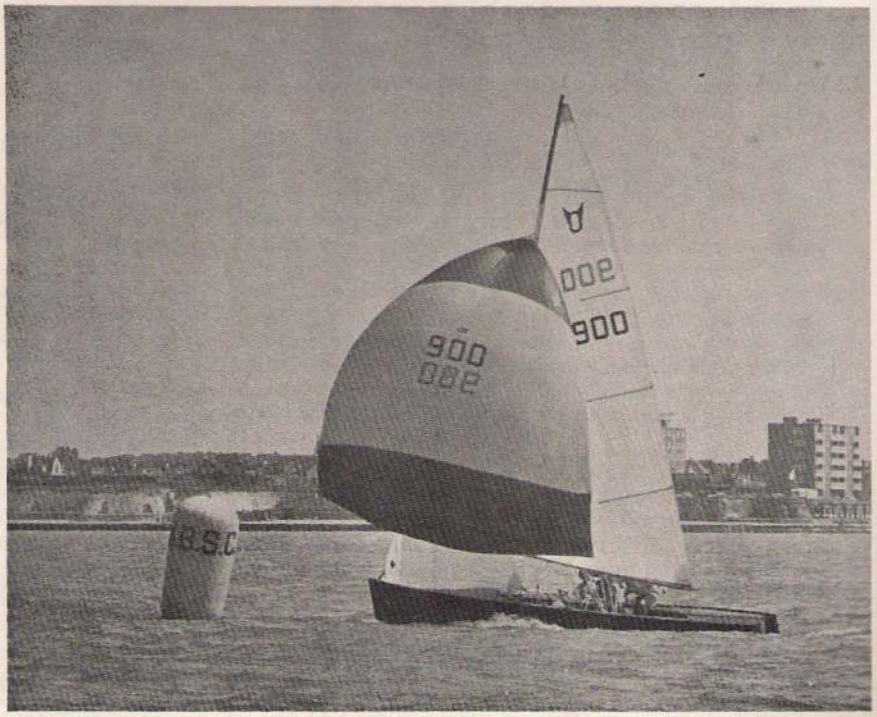
The location and proximity of facilities were ideal. The large and well equipped clubhouse was about 150 yards from the sea wall. In between lay a large area of lawn, the promenade road and slip to the beach. The local Council cooperated fully with the Club, enabling the lawn to be used for dinghy parking and a section of the road for the exclusive use of competitors' cars. Race times meant launching in the morning from the beach and returning in the afternoon to a concrete slip, which grew smaller as the tide progressed later in the week. There could have been problems here with landing, but Beachmaster Bill Vaughan, often standing up to his neck in waves, marshalled an efficient team of youngsters to produce the trolleys as boats approached and all went smoothly.

Racing was in an area of water between the shore and a large sandbank, exposed at low water, about a mile out to sea. This meant full olympic courses could be sailed, except at dead low water, the case on Friday, when the start was postponed for an hour. Race Officer Robbie Fullerton enjoyed packed attendance at his 10 o' clock briefing, particularly after Monday's stern warning to late arrivals. He provided a mine of useful information about the weather, enabling most boats to be prepared for the squalls later in the week. The only information which host clubs never seem to fully impart invariably ralates to tides. Springs were flooding throughout the week, and if a three-and-a-half knot flow sounds modest, great care was still needed when rounding against the stream, even with a following Force 6.

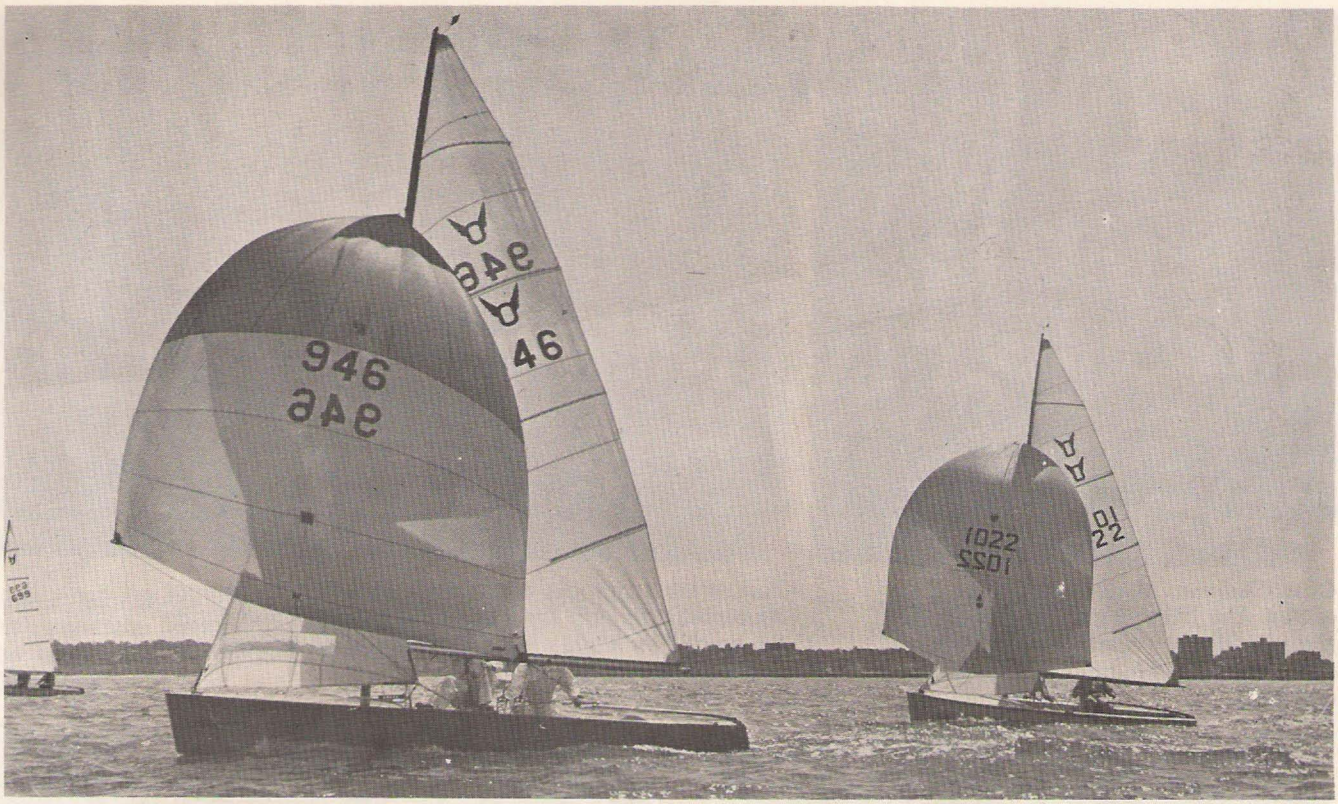
The racing programme followed the pattern of previous years, with the



Tony Blatchford in fine form, well upwind of Alf Hawksworth and James Curnow. *Yachting & Boating Weekly.*



Geoff Dean. Very nearly won the Championship. *Percivals of Woolwich.*



Mike Walter (1022) upwind of Mark Peek. Weather hot and sunny, but not quite enough wind.

Yachting & Boating Weekly.

practice race again abandoned, this time due to strong winds and poor visibility. Thereafter the 97 boat entry was treated to a wide variety of testing conditions with all races being completed. This was the first time for four years that one race per day had been completed, a remarkable fact bearing in mind the misfortunes suffered by other class championships later in the season.

Monday saw the fleet getting away into the remnant of Sunday's north easterly gale. Ken Robertson led at the windward mark in a Force 2-3 and continued to do so for the next triangle and loop until the wind died on the third beat.

Robertson was within an ace of rounding but had to sit out the half hour lull with the rest of the fleet until a faint breeze returned.

He was best placed to take advantage of this and completed the course to take the gun with many well known names far behind.

The wind swung 90 degrees to the south-east for Tuesday's race, strength Force 3 and plenty of shifts.

Early starters into the tide were well placed at the windward buoy surprisingly more so than those who headed in-shore to find slack water.

Mike Corbin led at the first mark but lost out badly on the shifts on the ensuing beats. Conversely, several boats who gambled on tacking up the middle found that the wind headed quite dramatically half way up the beat so that the windward mark could be virtually laid in one.

John Clarke, the eventual winner, Geoff Dean and Robertson all benefited this way in a tiring four hour race.

The forecast was a little ominous for Wednesday and the shorter course appreciated. A brisk Froce 4 at last got crews to full stretch on trapezes with late starting through the gate being essential.

The windward and leeward buoys were barely three-quarters-of-a-mile apart but by the time crews had headed inshore, short-tacked in slack water, considerably overstood the windward mark, and then reached down on to it, nearly three miles must have been sailed.

This was the only way to be sure of rounding, those hoping to sneak in on port tack just hadn't a hope.

Blatchford carved out a fine lead but yards from the finish he suddenly capsized to windward when a toestrap broke leaving Brian Summers, from Royal Tay, always near the front end, to take the gun from James Curnow with Blatchford coming home third.

It was obvious from the sky that a squall would hit the fleet some time in Thursday's race. It eventually arrived halfway through with Force 6 winds and torrential rain.

Mike Corbin, well in the lead, was just about to douse spinnaker when he was flattened. Most of the fleet was either on the reach or the run with those carrying spinnakers or having to gybe faring worst.

After some tense minutes the winds moderated, Blatchford eventually winning and Alf Hawksworth second.

Results after four races showed Blatchford in the lead with 6¾ points (after discard), followed by Dean (8 pts), Summers (11¾ pts), Torrance (13 pts) and Curnow (14 pts). If Dean could win the last race, the Championship would be his. On the other hand, if Summers won the final race, with Blatchford and Dean worse than 5th or 6th, the championship would go to Scotland. Similar permutations with other front runners showed that any one of six helmsmen could conceivably win the overall title.

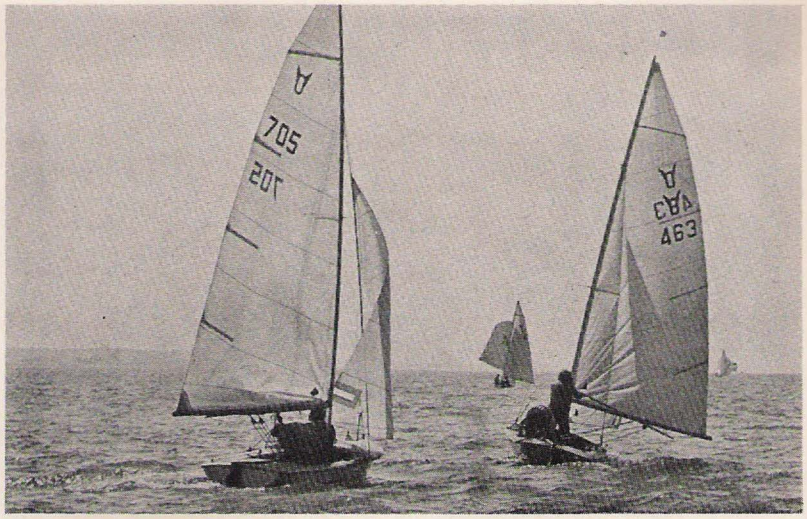
As it was, early starts by Summers, Dean and Torrance cost them all dearly. Only Torrance recovered, by taking a long port tack across the fleet soon after the start and staying out at sea with the tide. Last years champion, Mark Peek, was pathfinder and benefited from starting late as did Blatchford, who led the field from start to finish, despite determined opposition from Peek and Robertson.

Places were made or lost on the runs and bread spinnaker reaches. Initially it paid to go in-shore and miss the worst



Yachting & Boating Weekly.

Class Chairman Mike Corbin. Top spot eluded him once again. Family illness forced mid-race retirement on Wednesday, requiring Thursday's 53rd to be counted.



Percivals of Woolwich.

Two of the many who didn't make the prize list. Maurice Whiteman (705) and Ian Wilkins had probably been racing for nearly five hours when photographed at the final gybe during Tuesday's race.

of the tide, but stronger winds later benefited those out at sea. The wind gradually increased to force 5 gusting 6 to provide an exciting finish to the weeks racing.

Proctor spares predominated, but there was plenty of sail variety - the table shows boats and gear used by the top twenty.

The entry of 97 was four up on last year and reverses the down-ward trend of the last three years. Twenty-three clubs were represented plus one boat from Lagos (No. 1037, latest boat registered). With nine boats each, Morecambe & Heysham and the host club had the largest contingents, Mount's Bay next with eight, then Sussex and Lymington with seven each. Several clubs new to championship racing were well represented - Creeksea, Tees, Stewartby and Poole with six, five, four and three boats respectively. At the other end of the scale, only one in six of the thirty boats at Filey made the trip whilst the absence of Scottish boats was perhaps understandable with the distance involved.

The social scene centred round the Dreamland Ballroom in Margate for the more formal occasions, the Mayor's Reception on Monday and the Association Dinner on Wednesday, with informal evenings at the clubhouse. Birchington Village Hall, was commandeered for Friday's Prizegiving and for once there was room for everyone. May Norton distributed the Trophies, Tony Blatchford thanked the host club on behalf of all competitors and Mike Corbin and Peter Agnew replied for the Association and rounded off a most enjoyable week.

With the Mark 3 making its debut to championship racing, all eyes were on the final results (see Page 6), No real pattern emerged, with most of the well known names retaining their existing boats and remaining in the top twenty. A few new faces emerged, the most noticable being that of John Torrence, a regular Essex Enterprise helmsman, who borrowed a Mark 3 for the week and came home fourth. Scottish skippers Brian Summers and Chris Bonar were well placed and Philip Johnson entered the arena at twelfth to take the Novices Trophy. Of the younger members, John Fotheringham, a seventeen year old convert from the Scorpion class came eighteenth and Nigel Vick took the trophy for the highest placed helmsman under twenty-one.

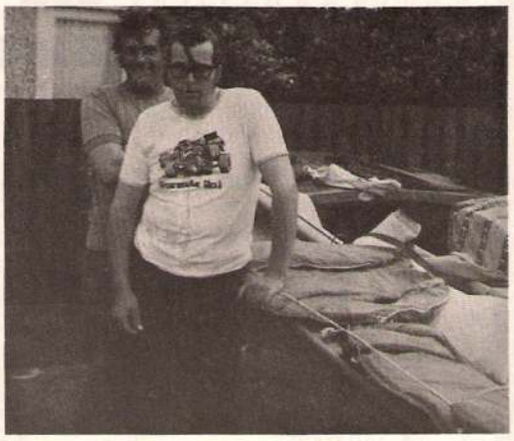
TOP TWENTY GEAR

Position	Boat No.	Type	Builder	Construction	Mast	Main & Genoa	Spinnaker
1.	936	Mk.2	Westerly	Wood	Proctor E	Ratsey	Musto
2.	1025	Mk.3	Westerly	G.R.P.	Proctor B	Mountifield	Mountifield
3.	888	Mk.2	Westerly	Wood	Proctor B	Musto	Musto
4.	1001	Mk.3	Westerly	G.R.P.	Proctor E	Mountifield	Mountifield
5.	919	Mk.2	Westerly	Wood	Needlespar	Mountifield	Mountifield
6.	900	Mk.2	Westerly	Wood	Needlespar	Seahorse	Seahorse
7.	759	Mk.2		Wood	Seahorse	Mountifield	Bisset & Ross
8.	943	Mk.2	Westerly	Wood	Proctor E	Musto	Mountifield
9.	854	Mk.2	Westerly	Wood	Proctor Beta	M/F, Musto	Musto
10.	1006	Mk.3	Westerly	Wood	Proctor E	Musto	Mountifield
11.	670	Mk.2	P. Wright	G.R.P.			
12.	902	Mk.2	Westerly	Wood	Proctor E	Musto	Banks
13.	1000	Mk.3	Westerly	G.R.P.	Proctor Beta	Musto	Musto
14.	804	Mk.2	Westerly	Wood		M/F, Banks	Musto
15.	898	Mk.2	Gmach	G.R.P.	Proctor F	Seahorse	Seahorse
16.	946	Mk.2	Westerly	Wood	Elvstrom	Mountifield	Mountifield
17.	937	Mk.2	Westerly	Wood	Proctor E	Ratsey	Seahorse
18.	489	Mk.2	Westerly	Wood	Proctor B	Seahorse	Seahorse
19.	1008	Mk.3	Westerly	Wood	Proctor F	Musto	Musto
20.	1015	Mk.3	Westerly	G.R.P.	Proctor Beta	Mountifield	Mountifield

Faces at the Nationals ....



Want a fight? Some of the northern teams were looking a shade aggressive when photographed mid-week. Above, the Tay contingent, (R–L) Ed Thompson, Brian Summers, Chris Bonar.



The original 'Gruesome Twosome' – Rod Merrick and Geoff Lambert (Boat 905).



Malcolm Stringer (right) and some of the Tees brigade.



Shoregoing Rig – variety in sweaters and T shirts. Tony Wright's black and red sweater with Osprey motifs (right) looked very smart. Ray Pengelly's shirt (centre) reads 'Crew's Union, it's hard to be humble when you know you are great'!



Waiting for the tide to turn on Friday. Entertainment in the dinghy park.



Smile please – and the Filey contingent obliges.

RESULTS IN FULL.....

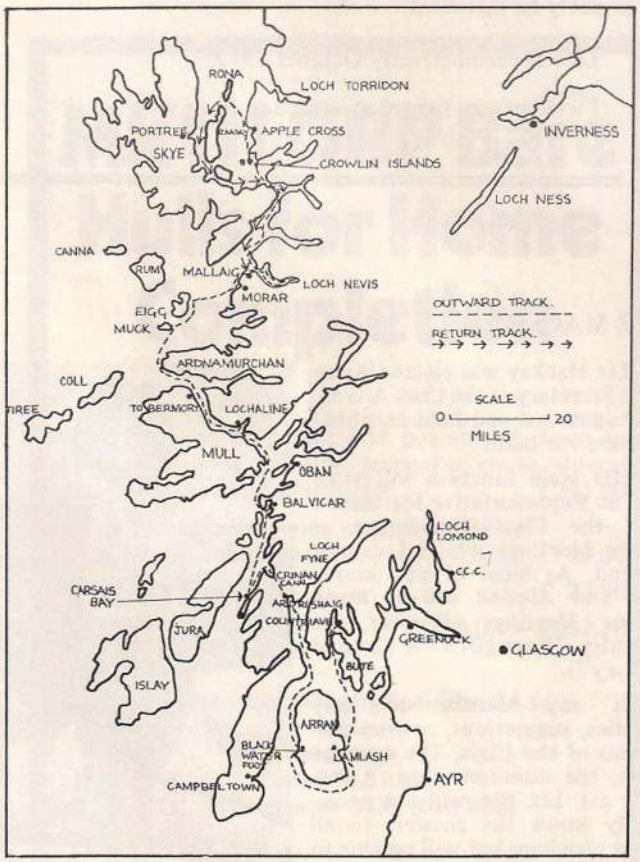
Position	Boat No.	Name	Helmsman	Crew	Club	1st Race	2nd Race	3rd Race	4th Race	5th Race	Points with Discard
1	938	INFIDEL	T. Blatchford	B. Strickland	LYMINGTON TOWN S.C.	R 96	3	3	¾	¾	7½
2	1025	ROBBER	K. Robertson	R. Jebbitt	MOUNTS BAY S.C.	¾	8	8	6	3	17¾
3	888	PIECES OF EIGHT	J. Curnow	A. Smith	MOUNTS BAY S.C.	27	7	2	7	5	21
4	1001	NABUCCO	J. Torrance	A. Lewis	CREEKSEA S.C.	4	5	14	4	9	22
5	919	PINK PANTHER	A. Hawksworth	D. Major	CHASE S.C.	R 96	10	5	2	7	24
6	900	THE MAGIC DRAGON	G. Dean	M. Lamey	N. DEVON Y.C.	3	2	24	3	29	32
7	759	BUCE PHALUS II	B. Summers	E. Thompson	ROYAL TAY Y.C.	6	31	¾	5	21	32¾
8	943	NICOLA V	I. Roxburgh	J. Rowe	MOUNTS BAY S.C.	8	6	4	17	22	35
9	854	THE FLYING MACHINE	J. Clarke	J. Medlock	CHASE S.C.	44	¾	6	23	10	39¾
10	1006	WILDEBEESTE	C. Bonar	J. Gordon	ROYAL TAY Y.C.	51	4	23	9	6	42
11	670	JUICY LUCY	N. Vick	S. Sleight	UNIVERSITY OF EAST ANGLIA S.C.	10	14	7	R 94	15	46
12	* 902	SLOW MOTION	P. Johnston	J. Renfree	MOUNTS BAY S.C.	R 96	9	10	18	13	50
13	1000	TOMORROWS WORLD	T. Davies	M. Smith	STEEL CO. OF WALES	20	23	11	12	8	51
14	804	OGOPOGO	W. Gardiner	R. Hartley	MORECAMBE & H. Y.C.	9	16	9	21	26	55
15	898	THE MARAUDER	N. Eynon	G. Boylan	STEEL CO. OF WALES	42	25	12	8	12	57
16	946	SKUA	M. Peek	A. Solomonson	CHASE S.C.	14	35	D105	10	2	61
17	937	SUPER STAR	M. Corbin	T. Wells	LYMINGTON TOWN S.C.	5	12	R 95	53	4	74
18	489	NUTCRACKER	J. Fotheringham	R. Andrews	TEES S.C.	2	46	R 95	14	14	76
19	1008	CRACKERTOO	G. Iddon	R. Pengeely	MORECAMBE Y.C.	34	28	18	11	19	76
20	*1015	TASTE OF HONEY	A. Mackay	L. Mackay	STEEL CO. OF WALES	32	13	27	13	R 94	85
21	130	SWINGALONG	N. Houndling	M. Houndling	SUSSEX Y.C.	13	21	28	24	D104	86
22	* 959	SHAPE OF THINGS TO COME	M. Stringer	R. Robertson	TEES S.C.	18	43	35	16	17	86
23	793	WANDERIN STAR	T. Powell	G. Jaynes	RIVER TOWY Y.C.	15	R 96	21	29	23	88
24	* 734	PERFORMANCE MIRACLE	M. Adamson	A. Eva	MOUNTS BAY S.C.	7	45	17	R 94	24	93
25	* 521	GERONIMO	D. Pipes	C. Wheeldon	CHASE S.C.	28	11	31	27	R 94	97
26	* 717	HAI-YING	K. Carrol	D. Toole	MORECAMBE & H. Y.C.	17	R 96	22	25	34	98
27	894	MEDICINAL	H. Carter	T. Pritchard	LYMINGTON TOWN S.C.	40	15	15	31	R 94	101
28	*1004	THE THINK TANK	F. Wilson	M. Everton-Jones	SUSSEX Y.C.	21	19	33	34	48	107
29	* 830	BEES KNEES	R. Gale	T. Gale	N. DEVON Y.C.	37	20	30	20	R 94	107
30	* 755	LOOK	T. Kirchin	J. Melville	MINNIS BAY S.C.	R 96	41	29	19	20	109
31	695	ANTARES	M. Graham	B. Askew	MINNIS BAY S.C.	45	24	13	49	31	113
32	* 868	BULLET	K. Byers	C. Byers	MORECAMBE & H. Y.C.	46	32	34	22	27	115
33	805	GRANNY SMITH	R. Shaw	B. Nunn	CREEKSEA S.C.	23	44	20	33	R 94	120
34	*1007	ELIZABETH R	J. Rayner	H. Ruston	FILEY S.C.	16	34	43	32	43	125
35	* 870	GUZUNDER	W. Oliver	A. Oliver	OGSTON S.C.	24	R 96	40	37	28	129
36	* 640	KINGS GAMBIT	P. Holt	R. Maugham	POOLE Y.C.	11	29	50	48	45	133
37	633	LUNEY BIRD	F. Peacock	C. Holden	MORECAMBE & H. Y.C.	47	38	37	R 94	11	133
38	* 865	JACKIE B	M. Woolcock	G. Hubbard	MOUNTS BAY S.C.	19	R 96	32	42	41	134
39	*1029	THE POP RIVET SPECIAL	J. Robinson	E. Morgan	TEES S.C.	54	40	49	28	25	142
40	917	ALAMO	M. Lucy	A. Robinson	STONE S.C.	12	56	47	44	40	143
41	848	WHITE HORSES	R. Smith	B. Northrop	MINNIS BAY S.C.	25	17	19	R 94	R 94	155
42	*1022	DOUBLE TROUBLE TOO	M. Walter	E. Winterton	OGSTON S.C.	57	42	D105	26	30	155
43	* 738	SURFRIDER	P. Stubley	S. Etheridge	LYMINGTON TOWN S.C.	R 96	50	42	35	32	159
44	* 901	ONLY TWO CAN PLAY	D. Hoare	K. Williams	CLEVEDON S.C.	48	55	16	45	R 94	164
45	790	SWAN SONG	B. Scurr	M. Scurr	DORMAN LONG MARINE	22	33	62	47	68	164
46	1030	THE STREAKER	F. Norton	A. Davidson	MINNIS BAY S.C.	26	R 96	48	43	50	167
47	*1003	YORKSHIRE PUDDING	R. Lorriman	J. Prosser	FILEY S.C.	52	39	39	R 94	39	169
48	*1031	SHADOWFAX	K. Toole	P. Sewell	MORECAMBE & H. Y.C.	31	30	R 95	R 94	16	171
49	* 904	U WOT!	T. Greaves	C. Batty	HORNSEA S.C.	35	37	61	50	49	171
50	1016		M. Anderson	M. Anderson	HORNSEA S.C.	R 96	26	R 95	15	38	174
51	834	WAR DANCE	J. Haddock	C. Moore	FILEY S.C.	64	36	44	R 94	33	177
52	* 867	NEREUS	D. Randles	P. Botfield	SUSSEX Y.C.	43	57	41	59	36	177
53	* 683	ST. MINIVER STAR	C. Bonner	J. Wright	N. DEVON Y.C.	69	22	55	38	R 94	184
54	* 845	FLAMING MENACE	H. Amor	A. Taylor	MINNIS BAY S.C.	R 96	27	25	41	R 94	187
55	892	BETTABEE	J. Littlewood	R. Littlewood	FILEY S.C.	53	59	63	40	35	187
56	936	ZEUS	P. Agnew	M. Richards	MOUNTS BAY S.C.	41	R 96	36	R 94	18	189
57	*1037	CHARLLENI	T. Clare	M. Hewitt	LAGOS Y.C.	R 96	72	60	30	37	199
58	* 906	CUSTARD TORPEDO	C. Richards	D. Edwards	CHASE S.C.	50	53	45	52	R 94	200
59	* 175	MARY JANE	H. Bowen	R. Bowen	SUSSEX Y.C.	30	48	58	69	R 94	205
60	* 823	VICISSITUDE	P. Thomas	R. Thomas	CHASE S.C.	33	76	51	R 94	46	206
61	333	TARPON	C. Armstrong	R. Oliver	CREEKSEA S.C.	66	62	52	39	53	206
62	* 939		J. Dunderdale	G. Flint	OGSTON S.C.	38	49	67	54	R 94	208
63	1009	STILL SINGING	V. May	S. Peacock	MORECAMBE & H. Y.C.	29	63	26	R 94	R 94	212
64	766	CHEERS	J. Barcham	J. Wicks	MINNIS BAY S.C.	55	64	54	R 94	44	217
65	* 905	GRUESOME TWOSOME	F. Lamert	J. Merrick	FILEY S.C.	74	75	53	51	47	225
66	* 963	LOVERINLAW	B. Littler	S. Littler	SUSSEX Y.C.	49	18	65	R 94	R 94	226
67	* 771	SORCERES APPRENTICE	P. Iles	C. Iles	PORTISHEAD Y.& S. C.	76	77	57	36	57	226
68	* 704	PHYLLOSAN	D. Unsworth	R. Jacobs	CREEKSEA S.C.	39	69	78	56	63	227
69	736	WAVE TREADER	A. Oakes	W. Strange	STEWARTBY W.S.C.	60	47	77	64	58	229
70	* 924	HOUYHNHNM	G. Weekes	B. Weekes	HORNSEA S.C.	56	67	64	57	54	231
71	* 643	SEMAJA	M. Shakesby	A. Peterson	POOLE Y.C.	62	66	46	R 94	60	234
72	* 555	SCHHH YOU KNOW WHO	D. Brentnall	D. Saville	CREEKSEA S.C.	61	82	59	58	61	239
73	* 463	EMMA HAMILTON	I. Wilkins	J. Eagling	STEWARTBY W.S.C.	R 96	68	69	46	59	242
74	* 466	CANDY FLOSS	C. Gillow	J. Gillow	MORECAMBE & H.Y.C.	71	60	R 95	61	62	254
75	* 646	JONAH	P. Jones	C. Jones	STONE S.C.	R 96	DNS 97	56	55	51	258
76	699	PSCHITI	T. Mucklow	M. Mucklow	MOUNTS BAY S.C.	36	71	R 95	60	R 94	261
77	* 705	COSERSTA	M. Whiteman	K. Gorner	OGSTON S.C.	59	70	R 95	63	69	261
78	* 753	SUNSHINE GIRL	D. Spicer	A. Smith	POOLE Y.C.	63	73	70	R 94	56	262
79	* 145	DONNA TELLA	P. Dovey	J. Hobbins	STEWARTBY W.S.C.	72	61	68	62	R 94	263
80	* 918	MISERS HOARD	P. Howe	P. Everest	MINNIS BAY S.C.	78	83	66	71	52	267
81	* 458	BAN-KLONE	R. Mant	J. Ward	STEWARTSBY W.S.C.	R 96	78	79	67	55	279
82	* 436	SOFT SPRAY	D. Macrae	T. Hepple	LYMINGTON TOWN S.C.	67	52	R 95	70	R 94	283
83	* 647	GHERKIN	H. Scarborough	J. Dodd	N. DEVON Y.C.	70	54	R 95	R 94	66	284
84	* 187	BOOMERANG	W. Lamey	R. Lamey	LYMINGTON TOWN S.C.	R 96	65	R 95	65	64	289
85	* 768	SIROCCO TOO	G. Lane	A. Braham	MINNIS BAY S.C.	75	80	73	94	65	293
86	* 397	PUFF N. STUFF	D. Harrington	J. Bouchard	CREEKSEA S.C.	58	R 96	76	66	R 94	294
87	* 800	RAMPANT LADY	L. Fryer	M. Cox	PORTISHEAD Y. & S.C.	R 96	58	38	D104	D104	296
88	* 627	MAIDEN OVER	A. Sharpen	C. Cowell	LYMINGTON TOWN S.C.	R 96	51	72	DNS 97	R 94	313
89	* 735	THE SUSAN	D. McAdam	K. Tarry	SUSSEX Y.C.	77	81	D105	R 94	67	319
90	* 713	VENDETTA	J. Barnett	P. Noblett	N. DEVON Y.C.	68	R 96	71	R 94	R 94	327
91	* 732	GO-GO-BIRD	T. Wright	N. Beadle	TEES S.C.	R 96	R 96	D105	R 94	42	328
92	* 498	SOME LIKE IT HOT	G. Owen	M. Williams	MUMBLES Y.C.	R 96	R 96	75	68	R 94	333
93	* 801	COLD COMFORT	K. MacDonald	A. MacDonald	TEES S.C.	R 96	79	74	R 94	R 94	341
94	* 571	PICA	G. Trenaman	P. Shepard	SUSSEX Y.C.	65	R 96	R 95	R 94	DNS 97	350
95	* 361	FRANTIC	K. Tumber	D. Jenner	MINNIS BAY S.C.	73	R 96	R 95	R 94	DNS 97	358
96	* 746	PHANTASTICK	P. Houseman	I. Walker	N. DEVON Y.C.	R 96	74	DNS 97	DNS 97	R 94	361
97	*1024	HAVE ANOTHER GO	E. Smith	P. Sumner	MORECAMBE & H.Y.C.	DNS 97	R 96	DNS 97	DNS 97	DNS 97	387

* NOVICE
R RETIRED
D DISQUALIFIED
DNS DID NOT START

the cruise of t'iasgair

by Alastair & Jean Pratt. from Clyde Canoe Club.





In August of this year we took Osprey 169 "T'iasgair" (which means Osprey in Gaelic), for a cruising holiday on the West coast of Scotland.

We set off from Colintraive on the Kyles of Bute, where we left the car and trailer, and sailed southwards between the Isles of Bute and Arran, rounded the Southern tip of Arran and headed Northwards up the Kilbrennan Sound and Loch Fyne to the Crinan Canal. Once in the Sound of Jura we headed south to Charsaig Bay before turning north again through the Dorus Mor with its 8 knot tide race, past Shuna to Seil Island. We then sailed on through Cuan Sound to Duart Point and the Sound of Mull. Rounding Ardnamurchan Point we headed out into the Atlantic to visit the islands of Muck and Eigg. Returning to the mainland and Morar, we sailed around Loch Nevis before heading north through the Sound of Sleat and Kyle Rhea to the Crowlin Islands, the Applecross peninsula, Rona, Raasay and Portree on the Isle of Skye. Our cruise ended back in Morar where we beached the boat before returning to Colintraive for the car and trailer.

We had decided that our greatest danger was that of capsizing and turning completely upside down. Therefore, to combat this we fitted masthead buoyancy - simply an inflatable buoy/fender attached to lugs riveted on the top of the mast. The large sail area would obviously prove a handful in heavy weather especially as we had a total crew weight of only 18st, so we carried a suit of "Enterprize" sails which were used successfully in preference to reefing which we had already tried and found to take too long.

The boat had to look after itself while we changed sails or made repairs at sea so we made a sea anchor which we kept permanently tied to the mast. When the anchor was required it was simply thrown overboard and clipped to the forestay by means of a climbing karribiner to give a direct pull, so long as the tiller was tied amidships this held the boat into the sea.

Equipment was kept dry in polythene bags and the more vital articles (spare clothes, camera, binoculars etc.,) were kept in the polythene containers that Wessex supply with their emergency flares.

Pulling the boat up the beach to set up camp for the night was a constant problem which we solved by using 3 inflatable "Rolla boat" bags and a block and tackle system by using an anchor as the fixed end.

The stoney beaches did create further problems in that the bags were very easily punctured.

We experienced winds of up to Force 7 but found our preparations to be more than adequate. The boat was made more stable by the extra weight of equipment but one interesting point was that we could (with a planing hull) sail against foul tides without much effort, and we did in fact sail through Dorus Mor against a strong tide.

At the end of our 400 mile journey we both agreed that the Osprey is indeed a fine sea boat and if fitted out properly, is a good cruising dinghy.

Essential Equipment Carried and Required.

Tent and Flysheet	Torches
2 Kampamatts	Spare Rope
1 Primus and 1 gallon of Paraffin	Charts/Maps/Compass
Meths	2 Sleeping Bags
1 Set each of spare clothing	Pots and Pans, etc.
Oilskins	Spinnaker (Small)
1 Set Enterprise Sails (Spare) & Battens	Light Fisherman's Anchor
Osprey Main, Genoa	2 Indian Paddles
Sea Anchor and Warp	Plywood, Tools, etc.
Spare Tiller	Flares
Spare Shackles, Cheats, Glue	Rollaboats (three)
First Aid Kit	Camera/Binoculars
Always carried 10 days food.	

Peter Agnews Page



In this rather sober picture taken at Minnis, we suspect John Torrence (right) is comiserating with your Secretary, whose results included an enforced retirement after colliding with the gate launch.

CLASS ASSOCIATION SUBSCRIPTION

By a very large majority vote at the Class A.G.M. in Agusut it was decided to increase Class Subscription in January, 1975. This decision was taken after careful consideration and with some reluctance.

The Treasurer, Paul Hosking, John Rayner and I had examined every possible way of cutting expenditure but found the only way would be to reduce either the Yearbook or the Newsletter, and thus the effective contact within the Class.

The A.G.M. was adamant that the standard of service and presentation of the Class should not be reduced, and so it was decided to increase the subscriptions.

As from 1st January, 1975, these will therefore be:–

Full Member (over 21)	£5.00 Per Annum
Full Member (under 21 on Jan 1st)	£2.50 Per Annum
Associate Member	£2.50 Per Annum

Members are asked to continue to give the Class its full support. Membership stands at an all time high of 388 and continuous steps are being taken with the aid of Fleet Captains to increase this. Only numbers can keep the Class strong and enable me to do my work for you.

R.Y.A. CLASS MEASURERS

The R.Y.A. has for some time now been investigating ways and means of introducing a better system of boat measuring and organisation.

Your Class Committee has approved in principle the suggestions made for R.Y.A. Class Measurers and has drawn up a list of approved Measures. These would have to be paid for their services and would deal mainly with new, or converted boats.

Until such time as the R.Y.A. Scheme comes into operation, the present system of using Club Measurers of R.Y.A. Affiliated Clubs will continue. And even after the new Scheme comes into operation, the Class Association is retaining its right to approve Club Measures for the purpose of measuring sails, testing buoyancy and measuring boat repairs.

So meanwhile the present system continues, and any queries of any sort on measuring should be sent to me. If you need approval of a local Measurer - let me know.

A TRIP TO LAGOS

Still only in the planning stage - Martin Forster has written on behalf of the Lagos Yacht Club in Nigeria to see if about 10 of the top Helms would be interested in a part sponsored trip to Lagos to race against an Osprey Team there.

Lagos has 30 Ospreys. They will supply the boats and crews, and accommodate the visitors as their guests.

I have already spoken to a few of our leading Helmsmen and they seem keen.

If the idea can be progressed the Class Committee will obviously make the final selection. Meantime, anyone who considers himself a leading helm and could spare the time and money, please let me know. The numbers could possibly be increased.

Late September/early October 1975?

I welcome an immediate reaction from you.

LIZ MACKAY

Liz Mackay was elected Assistant Secretary at the Class A.G.M. in August last and I am delighted to have her help.



Her main function will be to act as Representative for myself and the Class Association at Open Meetings which I cannot attend. As most of you know, Liz and Alastair sail at many Open Meetings all over the country. (Boat 1015 "A Taste of Honey").

If any Member has any queries, suggestions, or even criticisms of the Class, The Association, the administration, Rules, etc. ask Liz. She will not necessarily know the answers to all your problems but will be able to find out the answers for you.

TWO NEW BUILDERS OLIVER LEE & McCUTCHEON

Two new builders are appearing on the scene this Winter.

Oliver J. Lee, well known for his Squib keelboat, is completing two Mark 3 hulls for Creeksea member Les Shaw. Decking, side tanks and general fitting out will be done by another Essex boatbuilder, Eric Robinson. The original plan was to have the production model available for the Burnham Icicle, but mid-January is now the likely completion date. Costings have yet to be finalised but Oliver Lee will welcome enquiries. Address – Park Road, Burnham on Crouch, Essex. Tel. Maldon 782305.

Bill McCutcheon made his mark on the dinghy world with his superb wooden International 14s and Cherubs and has now decided to diversify into the only other class he feels his skills can be put proper use. First Osprey off the stocks will be for Tony Blatchford, with another for Mark Peek shortly after Christmas. These boats will be wood Mark 3 versions, fully fitted out. Bare hulls can be supplied for £550. A full order book means no more deliveries before Easter, but enquiries will be welcome - telephone Bill McCutcheon at Wootton Bridge, (Isle of Wight) 882660.

NEWS FROM CARNOUSTIE

Alex Flett advises that preparations are well under way, including Sponsorship for the event. An accommodation list is enclosed and those planning a weeks stay are advised to book as a matter of urgency, as Dundee Holiday Fortnight coincides with the championship week. Any queries, please contact Pat Edwards at 47a Panmure Street, Monifieth, Angus, Tel. Monifieth (S.T.D. 083 63) 2020.

Mk 111 GRP Bare Hulls for Home Completion

Hull to choice of colour and guaranteed down to weight, including Royalty, spinnaker chute, shroud plates and forestay plates fitted £291.00

Resin surcharge (Applying to all our GRP dinghies) ..... £ 49.00

V.A.T. @ 8% ..... £ 27.20

TOTAL £367.20

Westerly Boats (Dinghy Specialists) Ltd.
Rock,
Wadebridge,
Cornwall PL27 6PH.
Tel: Trebetherick 3439 (020 886)

CLUB NEWS...

MINNIS BAY S.C.

The club has just about recovered from the Nationals and members are looking forward to enjoying the fruits of other peoples labours at Carnoustie. Next season the programme will be stepped up to include 25 races for Ospreys from June to September, starting with the Open on 7/8 June. Class Captain Terry Kirchin will be glad to give information.

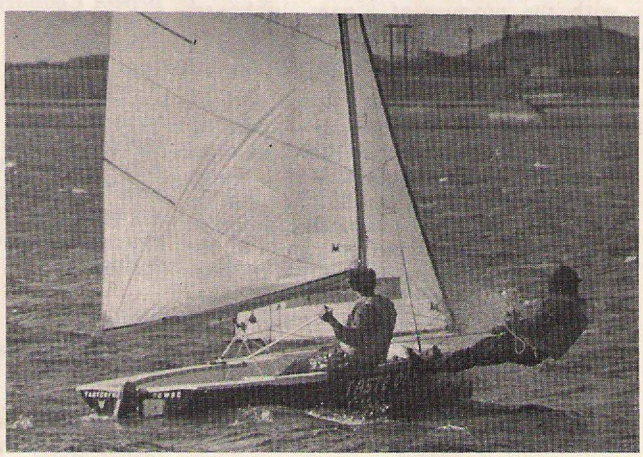
Results of the first series were – 1st. 755 Terry Kirchin, 2nd. 848 Ron Smith, 3rd. 766 John Barcham. Second Series – 1st. 755, 2nd. 1030 Frank Norton, 3rd. 768 Glyn Lane. Terry Kirchin won the Eyrie Trophy for the best overall result.
– Frank Norton.

CHASE S.C.

A new Mark 3 for Mark Peek and possibly the same for John Clarke are the anticipated changes next season. The annual Open in late October is now becoming an established favourite with a record entry this year (see separate report).
– Mark Peek.

BRITISH STEEL CORPORATION S.C. PORT TALBOT

Three Mark 3 boats in the club now, including the prottype No 1000. Other changes include Bill Owen's purchase of 832 from Gordon Cooper and the resurrection of 'Blue Moon' after a season's "marauding" - and there is no truth in the rumour that Nat is trying to find a Mark 3 Bell Kit!
– Alastair Mackay.



Alastair and Liz Mackay in action at B.S.C.S.C. open meeting last September.

Portishead Y.C.

Lloyd Fryer in 800 'Rampant Lady' has had a good season winning all the class and most of the club trophies. Mike Blanchard is spending the winter completing 1040 from a bare Westerly hull and it is hoped that David Hoare in 901 will spend the winter series and hopefully next season with the club. Otherwise the fleet has had a rough time, with three boats out of action for part of last season. One had its mast and hull punctured during a bad capsize, another went to a G.P. convert who promptly broke the mast and the third had crew problems. – Mike Blanchard.

Poole Y.C. Dorset

Jeffrey Wear (703) is endeavouring to get class racing in the club's annual Regatta on 12th/13th July. Many members will remember the very successful October meeting held a few years ago at the hearby Lilliput S.C., the forerunner of the present Lymington event. Racing would be over a similar course in Poole Harbour – Jeffrey Wear.

Mumbles Y.C.

Alan Bevan, new to the class and his boat, 641 'Oo-ja', won the class in the club Regatta, held on 3rd August. John Blewett has bought 1032 and in his first season in Ospreys has won one of the monthly series, along with Gordon Cooper, Roy Matthews, Don Howell and Robert Arnold. – Roy Matthews.

Stewartby W.S.C. Bedfordshire;

After a promising season there are hopes of a further two boats to strengthen the fleet of thirteen. Several members visited Open meetings during the year as well as the Nationals. Racing for the Osprey has been keen, with Ian Wilkins in 463 winning for the second time with a convincing tally of 16 firsts. Runners up were separated by only a few points.

The present rather primitive conditions are likely to be improved next year with the promise of a new clubhouse, hopefully in time for the planned Open meeting in July. – Brian Barnard.

Sussex Y.C.

In a letter mailed direct to over 30 local Osprey helms, Nick Houlding urges them to support Sussex Motor Yacht Club's winter series at Shoreham-by-the-Sea. Six boats will ensure class racing at this stage. Results not too good at the moment but the numbers should increase and Nick advocates a South-east Area Championship in the next year or so.

Tees S.C.

Malcolm Stringer in the prototype Mark 3 959, won the final points series from John Fotheringham in 489 'Nutcracker', with John Robinson next in 1029.



Wind force 5–6, a fine shot of 'Rampant Lady' in the Bristol Channel with Lloyd Fryer and Mike Cox in charge.

The fleet has had an active season with members supporting all the major Open meetings plus the Nationals. Two new Mark 3 boats are expected next year with an anticipated fleet total of 15 boats. A Class Open is planned for the first time in July. – Malcolm Stringer.

Stone S.C.

Osprey Points winners were Maurice Lucy in 917, Peter and Claire Jones second in 646 with Don Carmen third in 358. Ron Burke won the Class single-handed race in 632. Any Osprey helm or crew will be most welcome – contact Chris Jones at Chelmsford 52959. – Chris Jones.

Mount's Bay S.C.

The last open event of the year, for the Panmorra Cup, was sailed in force 5 + winds with many capsizes, particularly in the last race when all competitors capsized within 50 yards of the finish due to a freak localised squall. Neville Noye (coming out of retirement!) won in 922 'Suzy Two' counting a first and third place, Ken Robertson next in 1025, Geoff Dean (N. Devon Y.C.) third in 900.

The club trophies have been won by James Curnow in 888 taking the Stragglers, Bachelor, Mogg, Pursuit and Wykeham Cups, and Ian Roxburgh in 943 taking the Hosking, Onlookers and St. Leven Cups.

North Devon Y.C.

The fleet is sad to lose one of its founder members, Roger Day, who with David Cunliffe started the Osprey fleet at North Devon. Roger's boat, 464, has been sold within the club to John Hunter, hithertoo a regular crew member. Otherwise the fleet remains pretty static at 14 boats. – Geoff Dean.

Filey S.C.

The annual Regatta was held on 27th and 28th July with a relentless force 4, gusting 5 S.W. wind providing exciting conditions for the 19 Ospreys, largest class of the 85 boats racing contesting the four race series.

John Fotheringham showed the local fleet how to sail by winning three of the races in fine style. Hornsea skipper Matt Anderson won the other race with Ivan Mortimer the best placed local helm.

Results

1st 489 Nutcracker
John Fotheringham, Tees S.C.
2nd 1016
Matt Anderson, Hornsea S.C.
3rd 869 Windyanna
Ivan Mortimer, Filey S.C.

The final points series provided an exciting finish with Richard Plowright and his newly acquired crew Richard Littlewood winning the final race to clinch the series from Ray Drayton. Racing generally during this series was badly disrupted by gales, but some 15 boats still turned up each weekend. – John Littlewood.

Morecambe & Heysham Y.C.

There are currently 16 boats in the fleet including four Mark 3 versions. This total is likely to rise over the winter with no fewer than three conversions under way – 466 (Charlie Gillow), 804 (Wally Gardner) and 633 (Frank Peacock). During the season the regular turnout was 10–12 boats with the club being well represented at Open events, and winning a pennant at Carnoustie for the largest contingent. Ken Toole in 1031 won the annual 'Visitor' Open weekend in July. – Ken Toole.

Hornsea S.C. Yorks.

There is a slow but sure increase in the number of Ospreys, with a current fleet total of 19. Matt Anderson (who has owned nine of the club boats) has finally christened his latest acquisition, No. 1016, 'Cock-a-leekie', its third name to date. Terry Greaves is building a Mark 3 and Alan Smith has taken delivery of 'Infidel' from Tony Blatchford.

Average race entries have been between 8 and 10, with keen competition, especially between Matt Anderson, Alan Smith and Gordon Weekes (924). Alan Smith joined Filey, but after two outings and breaking his mast, boom and centerplate, he returned to the safer waters of the Mere.

The A.N.E.Y.C. (Association of North Eastern Yacht Clubs) meeting in May coincided with the S & N Championship. However a meeting has been arranged for weekend 20–21 September which other fleets are asked to support. – John Chaney.

Clyde Canoe Club

The Club points series racing for PY89 and below was almost exclusively in Ospreys this year due to the demise of the 5–0–5 and Jollyboat fleets. Up to 9 Ospreys were starting for the Saturday, Sunday and Round the Islands series racing with seven sailing regularly during the season. David Moss in Artful Dodger (18) took the three first prizes, with Ian MacVoy in Efficacious (576) and Willie Brown in Quiver (91) taking second prizes. For their efforts at keeping the rescue boat fully occupied for most of the season Alan Moore and David Pirie in Islay Mist (437) were awarded the Capsize Cup. As reported separately, Alistair and Jean Pratt took T'iasgar (169) on a 400 mile cruise up and down the West Coast of Scotland and for this, the Club awarded them the Seamanship Shield, and Jean the Crew's Cup. Alistair Pratt also won the Greyhound Cup for the fastest time to one of our race marks and back, a distance of 2 nautical miles.

The main Club Dinghy Open Meeting took place on the weekend of August 24/25 and proved to be a great success with plenty of wind and a total entry of 50 dinghies. The Osprey class totalled 12 with visitors from Dysart and Wormit. The first place went to Stuart Murdock (740) with John Floyd (524) second and David Moss third. – David Moss.

Creeksea S.C. Essex

The club were delighted to welcome nome John Torrence from the Nationals, where in a borrowed boat, 1001 'Nabucco', he came fourth overall. John a well known and very successful Enterprise helmsman has now purchased the boat and is currently monopolising the front end at the Brandyhole Y.C. winter series, up-river from Creeksea, along with most of the Creeksea fleet.

There is much interest in the Mark 3 boats being built jointly by local builders Oliver Lee and Eric Robinson with the first two boats going to club members.

Robert Shaw (805) and Bill Letton (791) were the most successful helmsmen for the points Trophies. – Les Shaw.



Burnham Week was a closely contested affair with Robert Shaw and Bill Letton sharing three wins apiece with one race to go. Bill was unable to compete in the final race and with a fourth win Robert took the trophy. The photo shows Robert and crew Brian Nunn broad-reaching down the Crouch in 805 'Granny'.

Trevor Davies.

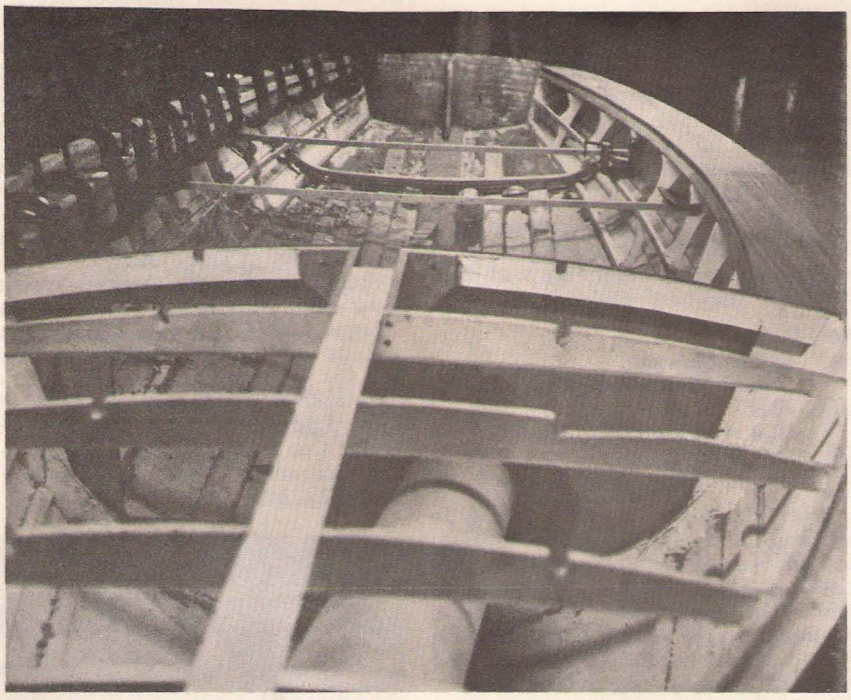
mk II conversion

In the first two articles, Charlie Gillow describes some of the main points and costs involved in concerting to Mark 3.

"Candyfloss" is no longer young (sail no. 466) and her lack of performance could, partly at any rate, be put down to the onset of middle age spread. She turned the scales at 344 lbs, almost the equivalent of carrying a 56 lb bag of spuds as ballast in every race.

A redecking job seemed necessary to make any worthwhile impression on the weight; so after discussion with Gerald Iddon who very kindly agreed to provide the workshop facilities and do the work, we decided to go the whole hog and convert to Mark III. The boat was made of wood by Plycraft some 10 years ago. Although overweight, the hull is still sound.

The conversion is major surgery. With the benefit of some hindsight there is at least as much work, if not more, than building new from scratch. With new timber you don't have all the cleaning up to do, neither do you come across unsuspected nails and screws which involve frequent breaks for tool sharpening. Further any wood boat, just out of the water at the end of the season, will almost inevitably need some drying out. So the first step was to strip off the paint from outside the hull then let nature, aided by a fairly powerful heater in a well equipped workshop, take its course.



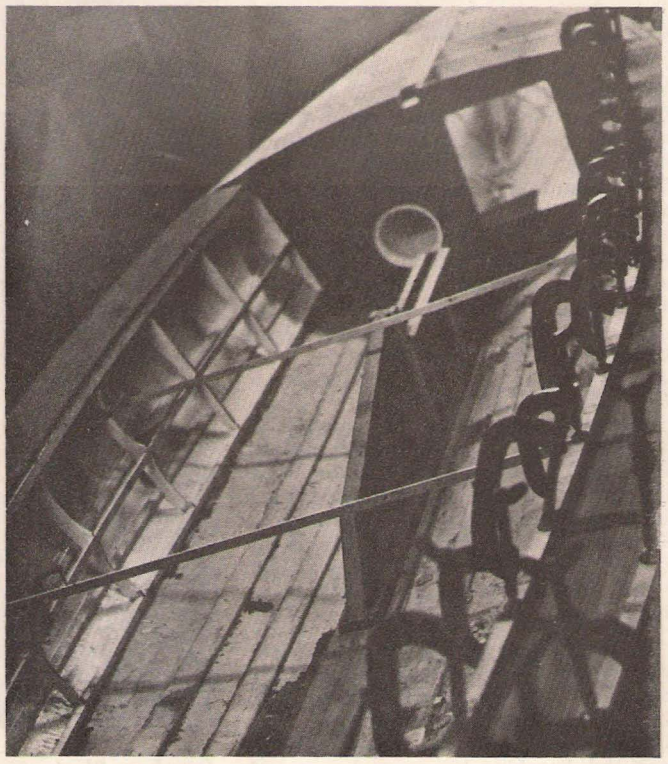
The boat was then virtually gutted from the forward bulkhead to the transom. Surprisingly, with the side and aft tanks out she maintained her shape without external bracing. The centre board case also came out and has been completely refinished in order to tone in with the rest of the boat. Again, in order to give a uniform finish the existing plywood on the front bulkhead was carefully cut away to within 2 or 3 inches of the sides, removed and used as a template for a replacement piece to match the grain of the new decks. Although a bit fiddly the operation is well worth while and it also disposes of the problem of how to fill in old spinnaker chute openings and other aperatures which might look a bit untidy. A new bow shute was fitted at this stage.

Now to the materials. The basic requirements are plywood for redecking and timber for the new side deck frames. We used 5mm Gaboon based, Sapele-faced ply for the decks and as far as we know all roads for the supply of this lead to the Reliable Plywood Coy., Warburton Road, Hackney, London E8. 5 sheets were ordered, each size 8ft. x 4ft., but only four were needed. 6–8 weeks delivery was quoted, but the sheets were despatched a fortnight after ordering, British Rail taking another two weeks to deliver to Preston.

The total cost of the Plywood, including delivery was £43 and timber for the framing another £20. The new centre-shute added £16 and so it would seem that the basic hull conversion can be accomplished for about £100, including a repaint and varnish. In our case, as we wanted the standard of finish to match as near as possible that of a new Mark 4, a new centre-board, rudder, tiller and sundry fittings has been added as well as a new mainsail, bringing the total spent to date to £240.

(If anyone feels like taking the plunge, Gerald Iddon, Tel Rufford 240 will be pleased to answer any technical queries).

To be continued.



Views aft and forward of 466 after stripping the decks, with work well advanced on forming the new sidetanks. If you are contemplating this exercise, make sure you have plenty of large 'G' clamps to hand.

OPEN MEETING REPORTS

Welsh and Midland Championship

The National Osprey Welsh & Midland Championship was Sailed at the River Towy Yacht Club at Ferryside, Carmarthenshire on 13th and 14th July, with 29 boats competing from all parts of the country, including most of the best helmsmen in the Class.

The first race started in a light South Westerly breeze which died away to nothing in a torrential downpour. The Race was shortened with only one triangle completed, the winner being Tony Powell, followed by the National Champion, Mark Peek.

The wind freshened to force 2 to 3 for the second race which helped to dry out sodden sails, spinnakers and crews. The strongly ebbing tide caused problems for unwary helmsmen, but Geoff Dean took an early lead which he maintained to the end.

This race was also shortened after 2½ laps of the Olympic Course to allow the Committee Boat to get back to its moorings before becoming marooned on the sandbanks of Carmarthen Bar.

The second day was sailed in improved conditions. The third race started with a force 2/3 westerly wind in bright sunshine. Tony Blatchford took an early lead but half way through the race the wind veered and freshened to force 4 south-westerly. Local knowledge helped Tony Powell to move up from tenth place to leading boat which position he held to the finish.

The last race of the meeting was sailed in a force 5 south-westerly which caused a short steep sea and provided a stiff challenge to helmsmen and boats. This race was critical as three helmsmen were in contention for the overall prize but James Curnow from Mounts Bay S.C. revelled in the conditions closely followed by Mike Corbin and Tony Blatchford. – Tony Powell.

Overall Results :-

1st	938 'Infidel' - Tony Blatchford - Lymington Town S.C.
2nd	793 'Wanderin Star' - Tony Powell - River Towy Yacht Club.
3rd	900 'Magic Dragon' - Geoff Dean - North Devon Yacht Club.
4th	937 'Super Star' - Mike Corbin - Lymington Town S.C.
5th	888 'Pieces of Eight' - James Curnow - Mounts Bay S.C.

Lymington Town Open Meeting 5-6 October

Lymington Town's Annual Meeting for the Jack-in-the-Basket trophy again attracted the highest entry of the season for any Open Meeting with 43 boats from clubs as far apart as B.S.C., Mounts Bay and Morecambe & Heysham Y.C. in Lancashire.

On Saturday, two races were scheduled from a committee boat start in the Solent. The wind was North West, variable in direction which caused the race committee plenty of headaches with 20° wind shifts and the problem of keeping the committee boat on station owing to the end of Spring tides. However, the fleet got away to a good start but the wind swung just after the first mark had been passed turning the olympic course into a run and two fetches.

The course was shortened at the end of the second triangle and the first boat home was national champion Tony Blatchford followed by Ken Robertson and John Clark.

The second race started half an hour later giving the committee time to alter the course to a very short mini-olympic route giving short legs and causing much racing. This was necessary due to impending darkness and once again Blatchford took the gun with Clark second and Gerald Iddon third.

Sunday's first race had a long Olympic course set and at the start the wind was South West force 3–4 but with black clouds rolling up from the West, a severe increase in the wind strength was on the cards.

Mike Corbin made a fine port end start through the fleet to be followed by Tony Davis.

During the course of the race, the wind strength was increasing rapidly with the steep Solent chop causing many capsizes on the reaches. Some brave souls hoisted spinnakers on the reaching leg but the main problem was to keep the bow out of the water – those who failed to succeed in this task had some spectacular nose-dives. During the race, Tony Blatchford was forced to retire with a broken rudder blade and eventually the course was shortened after three rounds with Mike Corbin winning followed by Mark Peak and Nat Eynon.

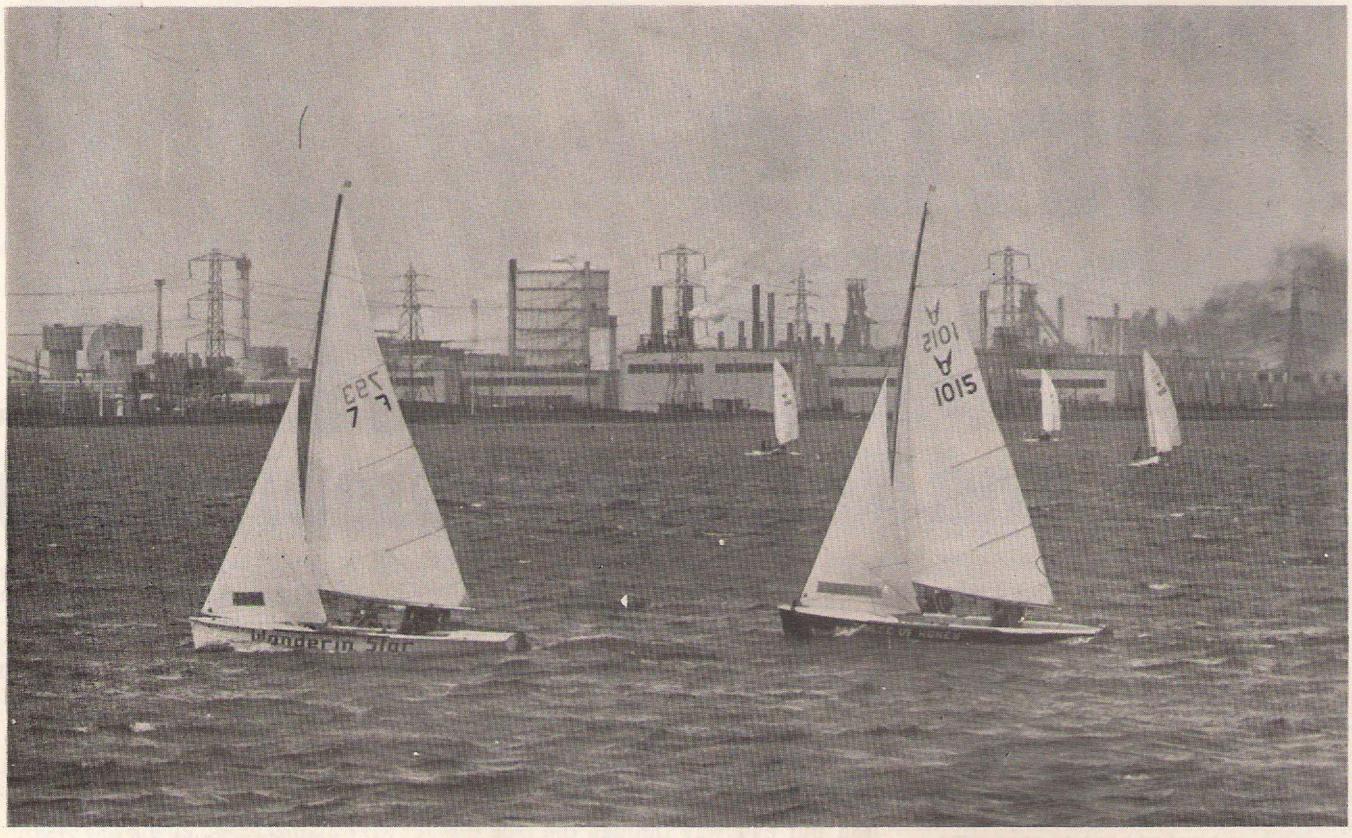
The final race was cancelled, much to the relief of the competitors, as the threatened gale had arrived, enabling everyone to leave for home earlier than usual.

– Peter Stubley.

Results :-

1st	No. 938 Infidel - Tony Blatchford, Lymington Town S.C.
2nd	No. 854 The Flying Machine - John Clark, Chase S.C.
3rd	No. 1025 Robber - Ken Robertson Mounts Bay S.C.
4th	No. 1008 Crackertwo - Gerald Iddon, Morecambe & Heysham Y.C.

THE TWO FACES OF EGLWYS NUNNYDD RESERVOIR



British Steel Corporation S.C. home water with a backcoth befitting the name (above). Alistair Mackay is seen chasing Tony Powell. In the view below the camera swings 180' to show a more traditional Welsh landscape with David Pugh-Bevan leading Nat Eynon in 'The Mauraider' (No. 898) using borrowed sails.



BRITISH STEEL CORPORATION SC MEETING 21-22 SEPTEMBER

A very successful meeting was held at Eglwys Nunnydd Reservoir, Port Talbot, in ideal conditions with a steady force 5 and sunshine throughout the weekend.

In the first race, the top three places were strongly contested between Mark Peak, Tony Blatchford and Alistair Mackay. Peak led most of the way only to foul his spinnaker on the last buoy which allowed Blatchford to take the gun.

The second race was decided by the long spinnaker reaches where fortunes changed frequently. Again Blatchford gained by Peak's misfortunes when he capsized and was followed home by Nat Eynon and John Clark.

A hard night and an early start took its toll with only Blatchford making a clean get away from the start. He eventually won to be followed home by Eynon and Mackay with Tony Davis suffering the misfortune of an early retirement due to gear failure.

Breakages had their toll from the 17 entries with only 10 boats eventually starting the fourth race.

Tony Powell took an early lead but was overtaken by Mackay's brilliant spinnaker handling on the close reaches. These two dualled for the remainder of the race, Powell eventually winning.

— Liz Mackay.

Results :-

1st No. 938 Infidel - Tony Blatchford, Lymington Town S.C.
2nd No. 1015 Taste of Honey - Alistair Mackay, BSC S.C.
3rd No. 198 Blue Moon - N. Eynon, BSC S.C.
4th No. 793 Wandering Star - Tony Powell, River Towy Y.C.
5th Alias Smith - Will Owen, BSC S.C.

Filey SC Chalmer's Park Trophy

Gale force winds caused the abandonment of Filey Sailing Club's Annual Osprey Open Meeting for the Chalmers Park Trophy over the weekend 7/8th September.

An attempt was made to start a race on Sunday morning during a temporary lull in the gale with a shortened course well in shore but seconds after the start, many of the 25 boats were flattened and the race was hastily abandoned without any casualties.

The entry of over 40 boats would have been a record for the event which encouraged the Club to re-stage the meeting on the 26/27th October.

The second attempt was again severely affected by gales with only the two Saturday races being completed.

20 boats came to the line with a handful of visitors from Royal Tay, Tees and Morecambe, supporting the local enthusiasts. The wind was a variable force 1—4 north-westerly. Huge rollers, the aftermath of a weeks storms, created exciting but very tiring conditions. With 12—15 feet between troughs and crests, crews were full stretch one minute as wind caught the sails and had to come quickly inboard the next to avoid capsizing to windward as the wind died in the troughs. Spinnaker work likewise had its hazards, with the waves causing endless involuntary gybes unless a restraining hand was kept on the main boom.

First boat to the windward was Vernon May, followed by Malcolm Stringer and Ray Drayton. Stringer's fine spinnaker work in 'The Shape of Things to Come', the prototype Mark 3 Osprey, gave him a comfortable lead by the wing mark which he held to the finish. Local members Ivan Mortimer and Ray Drayton duelled for the next two places over the modified Olympic course.

The second race followed the same route, with John Fotheringham from Tees S.C. in his newly acquired 'Skua' quickly taking and holding on to the lead (He missed the first race). Richard Plowright from the home club and last years winner Brian Summers from Royal Tay followed Fotheringham round the windward and all three set spinnakers to head the wrong way for the wing mark Summers was first to realise the mistake and took the lead, only to lose to Fotheringham in the shifting winds of the final beat.

Results :-

1st No. 959 The Shape of Things to Come - Malcolm Stringer, Tees S.C.
2nd No. 154 Shufflebum - Ray Drayton Filey S.C.
3rd No. 759 Bucephalus 11 - Brian Summers, Royal Tay Y.C.
4th No. 834 Wardance - Jim Haddock, Filey S.C.
5th No. 869 Windyanna - Ivan Mortimer, Filey S.C.

CHASE SC OPEN MEETING

A good entry of some 33 boats, well boosted by visiting helms, enjoyed a weekends sailing at Chase Water in mixed cold weather over the weekend, 19/20th October.

Tony Blatchford, the reigning National Champion, confirmed his supremacy of the Class with a convincing trio of wins, although he was hard pressed at times by Mark Peak and, towards the end, Nat Eynon.

The first of four races was held on Saturday in unpredictable weather with the start in a good breeze, quickly dying to light winds for the bulk of the race only to increase again at the finish.

Tony Blatchford was the winner after much place changing with Mark Peak, and Mike Corbin sailing a steady race to come third with John Clark fourth.

Sunday's racing programme consisted of three races, the weather having deteriorated to a biting cold windy episode.

Alf Hawksworth made a good start and led nearly all the way in spite of genoa tension problems. Mike Corbin, finishing second, would probably have challenged more strongly had he not sailed round an unnecessary mark. Peak came through to third with John Fotheringham, Tees S.C., fourth.

The third race saw the return of Blatchford to the front, again battling it out with Peak and Eynon to finish in that order.

In the final race, Blatchford clinched the trophy with another first, but only just from Eynon who had made an excellent port end start and led for most of the way, a spinnaker slip on the last mark enabling Blatchford to pounce and take the gun. A similar mistake by Alf Hawksworth allowed Mackay through to take third place. — Alf Hawksworth.

Results :-

1st No. 938 Infidel - Tony Blatchford, Lymington Town S.C.
2nd No. 946 Skua - Mark Peak, Chase S.C.
3rd No. 919 Pink Panther - Alf Hawksworth, Chase S.C.
4th No. 198 Blue Moon - Nat Eynon, BSC S.C.
5th No. 1015 Taste of Honey - Alistair Mackay, BSC S.C.

1975 ADVANCE RACING CALENDAR

Mar 29-30 (Easter)		
April 5-6		
12-13		
19-20		
26-27		
May 3-4	N. Devon Y.C.	OPEN MEETING Woolworth Paddle Trophy
10-11	Morecambe & Heysham Y.C.	WEST COAST OPEN MEETING
	Heysham Y.C.	
17-18		
24-25 (Spring)		
31- 1		
June 7-8	Minnis Bay S.C.	OPEN MEETING
14-15	Filey S.C.	SCOTTISH & NORTHERN CHAMPIONSHIP
21-22	Tees S.C.	Regatta
28-29		
July 5-6		
12-13	Stewartby W.S.C.	* OPEN MEETING
	Poole Y.C.	* Regatta
	Stone S.C.	OPEN MEETING
19-20	Tees S.C.	OPEN MEETING
26-27	Filey S.C.	Regatta
	Morecambe & Heysham Y.C.	Visitor Weekend (Handicap)
Aug 3-8	Royal Tay Y.C.) Carnoustie Y.C.)	NATIONAL CHAMPIONSHIP
16-17		
23-24	Clyde Canoe Club	Regatta
	Morecambe & Heysham Y.C.	Canada Dry Green Riband (Invitation weekend)
(Autumn)		
23-20	Royal Corinthian Y.C.	* Burnham Week (Osprey Class)
31- 1	Mumbles Y.C.	OPEN MEETING
Sept 6-7	Filey S.C.	OPEN. Chalmer's-Park Trophy
13-14	Lake Bala	WELSH & MIDLAND CHAMPIONSHIP
20-21	Hornsea S.C.	OPEN MEETING
	Tees S.C.	Swarbrick Trophy (Handicap)
27-28		
Oct 4-5		
11-12	Lymington Town S.C.	OPEN MEETING Jack in the Basket Trophy
18-19	Chase S.C.	OPEN MEETING
25-26		

* Provisional Dates
Regattas have Osprey Class subject to minimum entry.

1976 FIXTURES (Dates to be Confirmed)

June	Tees S.C.	Scottish & Northern Championship
August	Mount's Bay	National Championship

MARK 3 NEWS FROM WESTERLY

Westerly Boats are now moulding the Mark 3 hull on their own premises enabling a close eye to be kept on quality with opportunities to improve the construction where necessary. Certain improvements have already been made, in particular stiffness to the floor, spinnaker shute design and the addition of a removable hatch in the forward bulkhead for access.

AS SEEN ON T.V.!

Osprey 680 in near collision with H.M.S. Hero in the B.B.C. Series 'Warship' on 26th November. At least that's what it was meant to be, but viewers saw some fine shots with crewman on the wire. Good publicity by any standards!

TOP BOATS MOVE NORTH

Tony Blatchford's Championship winning boat 'Infidel' is now in the hands of Alan Smith at Hornsea, Whilst further up the coast at Tees, John Fotheringham has sold 'Nutcracker', after a very successful first year in the class, to take delivery of Mark Peek's boat, No. 946 'Skua', winner of the '73 Nationals. At Filey David Poole is thinking about a new Mark 3.

On the other side of the Pennines, Morecambe sees the arrival of Ken Robertson's former boat 'Robber', together with another Mount's Bay boat 'Acid Test' No. 811, formerly owned by Richard Matthews. These moves are indicative of the enthusiasm at these four clubs, where increased turnouts are certain next season.

ADVERTISEMENTS

For sale: Suit Bruce Banks sails + large spinnaker, £40.00. Richard Plowright, tel: Spofforth 300.

For sale: Osprey 154 - Contact Ray Drayton at 77 Manor Road, Brinsworth, Rotherham.

For sale: Osprey 880 - offers around £700 to David Poole at Heckmondwike 403473.

EDITOR'S NOTE

Sorry for the late arrival of this Newsletter - time has been at a premium due to family illness. My thanks to all those who have contributed articles, photographs and reports.

1975 issues are scheduled for early April (to include report on C.C.P.R. show and complete racing calendar), late July and late November. Reminder notices will be sent to fleet representatives as usual some four weeks prior to press date. In addition, if any member wishes to contribute articles or photographs concerning the Osprey, please get in touch. Letters will also be welcome.

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