NATIONAL OSPREY

NEWSLETTER

APRIL 1975

C.C.P.R REVIEW.

This year's stand was undoubtedly the best we have had, and once again Lymington Town Sailing Club Members were responsible for the result. Two mint, superbly fitted out and fully rigged boats were on display with Mike Corbin (Class Chairman) ,Tony Blatchford (Class Champion) and Liz MacKay (Assistant Class Secretary) in full time attendance ensuring that new comers and class members alike had their questions well and truly answered.

The class had been given a good pitch, right in the centre of the hall with plenty of room to circulate between the two craft. Boats on display were Mike Corbin's "Misty Star", No. 1065, a standard Westerly Mk III G.P.R. version looking very smart in two tone blue. The other was No. 1085 Tony Blatchford's new acquisition, registered just three days previously. The name "Infidel" has been retained. the boat being a Mk III version in wood, the first Osprey to be out shopped from Bill McUtcheon at Wooton, Isle of Wight. (The only thing that appeared to be forgotten on the boat was the builder's plate!)

Each boat had been fitted out by their respective owners to a high degree of sophistication. In addition Tony Blatchford had to cope with applying eight coats of twin pack polyurethane varnish to decks, cockpit and the outer hull – the latter giving a very pleasing appearance. The boat had been purchased as a bare hull (cost approx: £600) and completion in time for the Show had been virtually a full time occupation since delivery in early February, with a five week lay off between jobs being spent on the boat in addition to most evenings.

Mike Corbin's schedule for completion was a little tighter, for the boat had to be ready for the Draycott "Two of a Kind" weekend on the 15th March.

Many new ideas were to be seen on both boats and whilst the photographs illustrate most of main points it is worth mentioning some of the thought behind them at this stage.

The self-stowing spinnaker pole system was simple and effective, though woe betide any skipper who gets his head in the way when the pole flies back alongside the boom The system of release was certainly quick and enables the pole to be freed down the leeward side if necessary during quick taking.

Centre board control is a fairly new idea to the class and again controls were simple. The plate is pulled down by control lines to the deck side panels and, in theory at least, the absence of a friction pad allows it to rise of its own accord off the wind, although control lines were fitted on both boats for raising if required. Mike Corbin's boat had a shock-cord safety device in case of sudden grounding.

Virtually every control on each boat had dual operation to neat banks of jammers located each side of the cockpit at Deck Level. Tony Blatchford used Seashore mini jammers located each end of the thwart, whilst Mike Corbin mounted his jammers on a purpose made timber panel just below deck level above the thwart ends. Operations covered with the dual controls included kicking strap, Cunningham Hole, mast ram, centre board down control and barber hauler (1085 only).



Scene from the balcony, showing Tony Blatchford's new boat, 1085 in the foreground, Mike Corbin's, 1065, just visible behind.

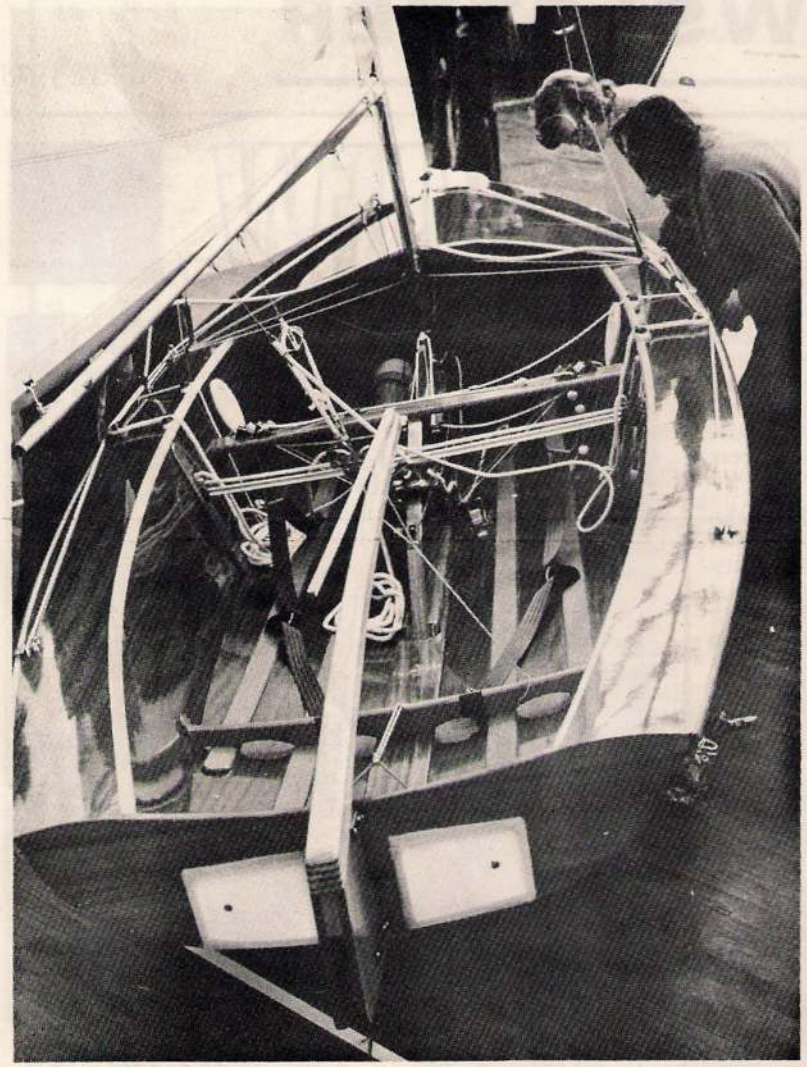
Mike Corbin's centre travel designs was certainly unique using a continuous length of rope/or both the traveller part and controls – the design was apparently installed to reduce weight. The shroud tension lever arrangement was seen on the Earls' Court Boat Show exhibit.

The wooden boat had several innovations, amongst them an endless trapeze arrangement. Two simple hooks with the normal restraining stock-cord were connected across the cockpit with a continuous wire. The idea is that the crew is permanently clipped to a pulley on this wire and can instantly lean out when required. Perhaps just as well, as there were no toe straps for the crewman.

The fishing-net spinnaker sock goes a long way to reducing the "drag" when trying to hoist a wet spinnaker out of the conventional sock via 40 feet of halyard. Twin patch fastening to the spinnaker allows for a shorter sock.

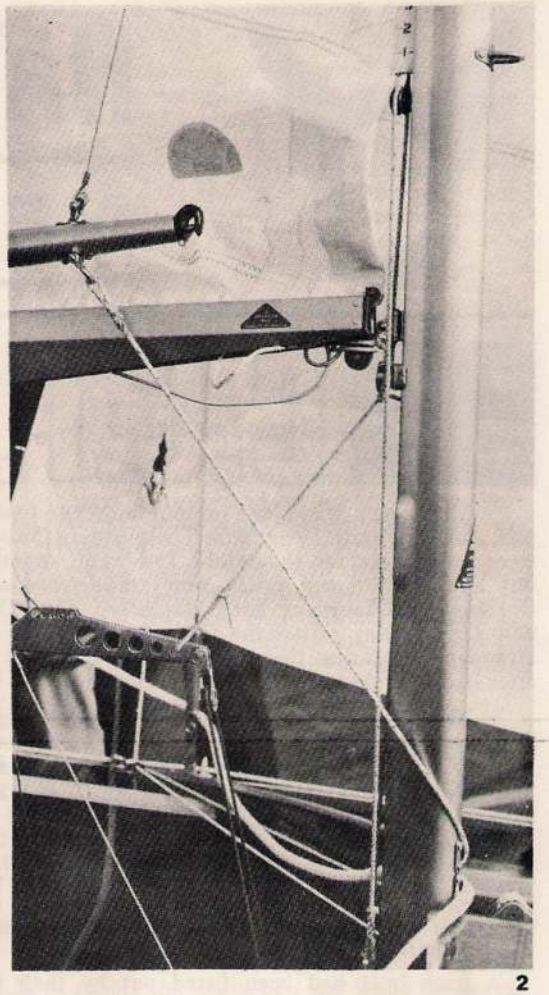
The simple layout of pulleys set each side of the mast step, effectively dealt with the numerous control lines. At last Sea-sure seemed to have produced some robust rudder fittings. Both boats had vertical pattern rudder blades, similar in size to those used in the flying Dutchman.

CAMERA AT THE SHOW.

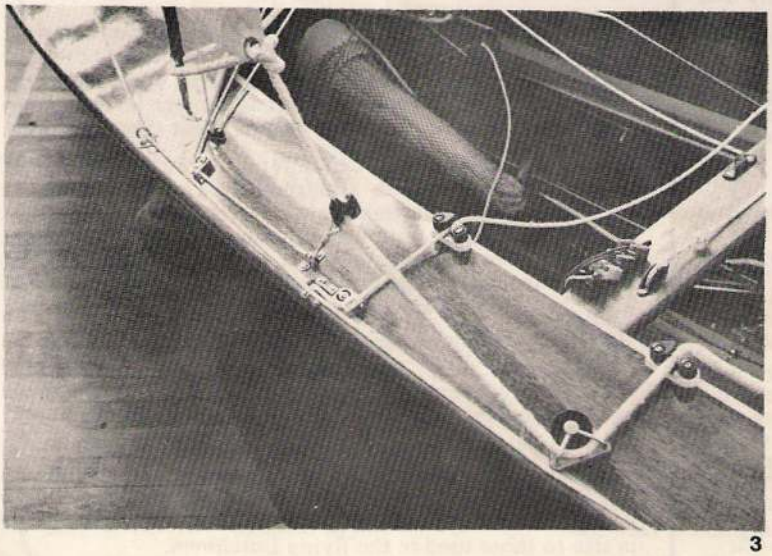


Credit Yachting World

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BURHAM ICICLE

3 helms represented the class at this annual winter classic on 5th January. The gusting force 4/5 wind generally favoured the larger dinghies and whilst we didn't hit the top spot in the main event, Mike Corbin distinguished himself by winning the practise race on Saturday, a race no less arduous than the main event. It is worth noting that not so long ago the Icicle race was cancelled due to fog and results were based on the practise race.

John Fotheringham hiked down from Tees-side with his newly aquired Westerly, No. 946, formerly named 'Skua' in Mark Peek's ownership, only to suffer a disastrous weekend with disqualifications both days for missing buoys. Small consolation, but it's easily done if you don't know the Crouch, and several other helms suffered the same fate.

Final results:–

1st Class 470 corrected time 90.900

14th Osprey 937 'Super Star', Mike Corbin, Lymington Town S.C. Corrected time 97.824

24th Osprey 1001 'Nabucco', John Torrence, Creeksea S.C. Corrected time 101.037

A POINT OF VIEW

The first of an occasional series in which well known North Deven helm, Geoff Dean will put his point of view on some of the finer points of Osprey sailing

It will be interesting to see which masts are at the head of the fleet in 1975. As noted in the last newsletter the top ten boats in the Nationals used a variety of makes and selections. I shall be using the small sectioned Heeldespar again this season as I was impressed with the even bend it produced over its full length. I also hope to try a Procter 'D' which has a thin wall section and is very light in weight. The 505 class has used this mast with much success and although a a few of our top helmes consider it too light a section for Ospreys, Ken Robertson will be able to prove them wrong as he has stepped one on his new boat "Pound Seats"

Seahorse Sails are re-designing their Osprey Genoa hoping to provide a fuller sail with a finer entry. I hope to test the prototype early on in the season and will report on its features in a later newsletter.

I have moved the shrouds inboard 1¾" on "The Magic Dragon". Still maintaining the forward tack position for the Genoa this should provide quite a fine sheeting angle which I hope may be of advantage to windward in light airs and smooth water.

No doubt friendly rivalry will exist between owners of Mk. IIs and Mk. IIIs as to the merits of each particular design. I welcome the advent of the Mk. III as it is more suitable for mass production than the old design and, lets face it, a mass produced boat is all we will be able to afford if inflation continues the way it is. As for this season I bet that the Mk. IIs will be up amongst the winners on more than a few occasions, lets hope so.

On the question of optional forestays, I personally would not consider removing mine unless I had a roller jib. Without the roller jib there is no way of removing all sails in the event of an accident or capsize, which could cause extreme difficulty to rescue boats, apart from letting the jib flog itself to death in the process.

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 £325

Resin surcharge (Applying to all our GRP dinghies) £49

Plus V.A.T.

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Tel: Trebetherick 3439 (020 886)

MORE MARK 111 NEWS FROM WESTERLY

Ken Robertson advises that more improvements are being made to the G.R.P. Mk. III hull. Latest ideas eliminate water traps, provide additional stiffening to the floor and a redesigned spinnaker shute. The latest rudder blade shape looks more like a centre board, but the new line in Sea-Sure rudder fittings should take the strain.

Further changes are taking place at Westerly, though on rather a sad note. Wood boats will soon be out of production for when the three remaining examples are sold the works will concentrate solely on G.R.P. models.

EARL'S COURT SHOW

Earl's Court seems a long way off now, but mention must be made of the hospitality afforded the class on Westerly Boats stand during the show. Ken Robertson's new G.R.P. Mk. III No. 1060 'Pound Seats' was the star attraction which everyone agreed looked superb, a sentiment echoed by all the yachting press in subsequent reports.

Thanks must also be given to Liz Mackay, assistant secretary, who spent part of her leave to man the adjacent association stand full time.

The origin of the boat name is interesting. Apparently every time Ken gets out in front (which is pretty often), crewman Raymond Jebbett shouts from the wire "we're in the pound seats now!"

1975 ADVANCE RACING CALENDAR

Mar	29-30 (Easter)	Royal Lymington Y.C.	Easter Regatta.
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
	17-18	Royal Tay Y.C.	Opening Regatta
	17-18	British Steel Corp'n S.C.	OPEN MEETING
	24-26 (Spring)	Mount's Bay S.C.	OPEN MEETING
	31-1	Dorman Long M.C.	Regatta
June	7-8	St. Ives S.C.	Regatta
	7-8	Minnis Bay S.C.	OPEN MEETING
	7-8	Wormit Boat Club	Regatta
	14-15	Filey S.C.	SCOTTISH & NORTHERN CHAMPIONSHIP
	14-15	Saundersfoot S.C.	OPEN MEETING
	14-20	Royal Tay Y.C.	Tay Week
	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	Sussex Y.C.	OPEN MEETING
	19-20	Mount's Bay S.C.	Regatta
	19-20	Tees S.C.	Regatta
	26-27	Filey S.C.	Regatta
		Morecambe & Heysham Y.C.	Visitors Weekend (Handicap)
Aug	3-8	Royal Tay Y.C.)	NATIONAL
		Carnoustie Y.C.)	CHAMPIONSHIP
	16-17		
	23-24	Clyde Canoe Club	Regatta
		Morecambe & Heysham Y.C.	Canada Dry Green Riband (Invitation weekend)
	(Autumn)		
	23-24	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	Mount's Bay S.C.	OPEN MEETING (Panmorra Cup)
	20-21	Royal Tay Y.C.	Closing Regatta
	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
July	Mount's Bay	National Championship.

THE VOYAGE OF T'IASGAIR

The December Newsletter included an article by Alastair and Jean Pratt on cruising through the Western Isle in Osprey 169 T'Iasgair. If anyone else fancies a similar venture they should read January issue of 'Dinghy Sailing', where the trip is described in more detail and makes fascinating reading.

AS SEEN ON T.V. – A POSTSCRIPT

The last Newsletter recorded the appearance of Osprey 680 on T.V. What was not mentioned was the 'Sunday Sailor' comment made by the Destroyer Captain about the dinghy.

North Devon member John Barnet took exception to this and wrote to the B.B.C. inviting the Producer and Script Writer to next Nationals to see for themselves just what skills were needed to handle an Osprey.
In a good humoured reply, script writer Ian Mackintosh said he expected some reaction. Film was not available to illustrate the comment and they had to make do with the Osprey shot in Plymouth Sound.

AS SEEN ON T.V. – A PREVIEW

This time that well known North country member Malcolm Stringer, who will be representing Darlington in the B.B.C. series 'It's a Knockout' on 4th May. Malcolm is spending a great deal of time getting really fit – he says it's tough going if you are over forty!

JOHN WADE

It is with sincere regret that we have to report the death of John Wade on March 7th in London.
John and Joan Wade did a great deal to promote the Osprey through some difficult years.
John will be missed by his fellow sailors and our sincere condolences go out to Joan at this time.

ADVERTISEMENTS.

Seahorse Sails 10% off if you contact Geoff Dean at 8 Yeo Drive Appledore, N. Devon. Tel: Bideford 6934.

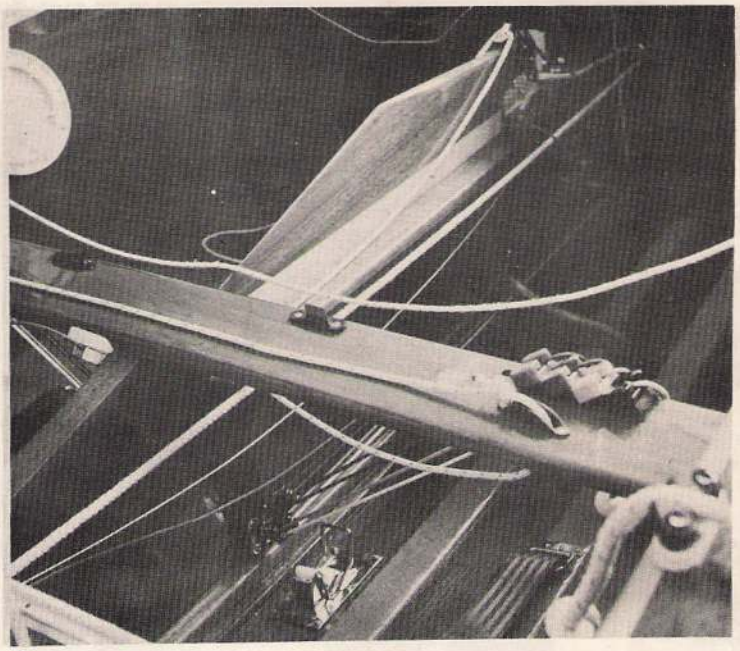
Second Hand Boats In wood or G.R.P. with certificate and good record. Contact Malcolm Stringer at 8 Bede Road, Darlington. Co. Durham.

For Sale Osprey 959 Wood, Mark III Phone M. Stringer Tel No. (daytime) Darlington 2832 Offers Required.

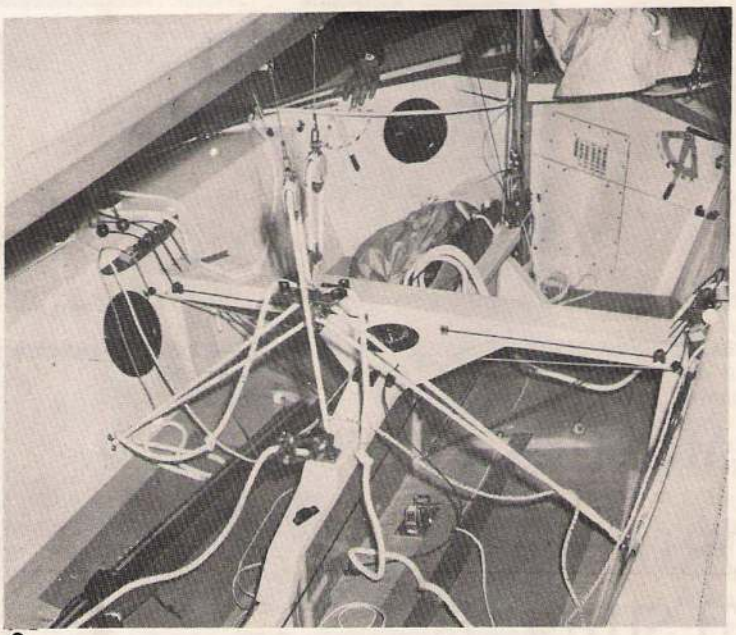
EDITOR's NOTE.

The next issue is schedule for late July (to include full report on S & N Championships) and late November. Reminder notices will be sent to fleet representatives as usual some four weeks prior to press date. If any member wishes to contribute articles, photographs or comments for inclusion in future issues, please get in touch.

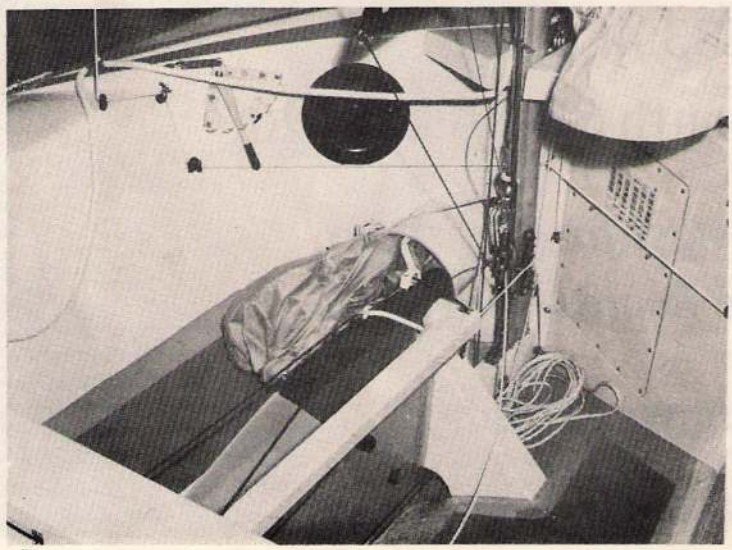
Editor: John Rayner, 5 Greystone Close, Boston Spa, Wetherby, Yorks. Tel: Boston Spa 842860.



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CAPTIONS TO PHOTOGRAPHS

1. 1085, a general view forward, showing toe-straps, general layout also shock-cord return to inboard end of spinnaker pole.

2. 1085, mast/boom area, showing forward end fittings on spinnaker pole. Uphaul is a fixed wire, downhaul also fixed length, with shock-cord return into mast. Once set, there is no further adjustment.

3. 1085, neat and simple deck layout, showing Barber-Hauler arrangement, spinnaker sheet control and jib sheet control via 'Microtec' deck block and H/A jammers. Note short length 'fishing net' type spinnaker sock.

4. 1085, mast step area with fittings and control lines. Points to note are centre-board 'up' control lines via front bulkhead and dual control lines for Barber-Hauler and mast-ram (rear of mast), Cunningham hole and kicking strap (front of mast). The 'magic box' jib-tensioner is near mast foot.

All control lines run via pulleys located on mast step sides to helmsman's control panel.

5. 1085, close-up showing angled and overlapping Sea-Sure jammers and control lines. The centre-board 'down' control is in the form of a continuous line to each end of the thwart. The knot in the line, (visible above pulley through thwart) prevents the plate going down too far, the clam cleats on the thwart provide for intermediate adjustment. If the plate does not come up off its own accord, a simple tug at the connecting line running full lenth the cockpit will do the job.

6. 1065, view forward showing centre traveller and main-sheet control also purpose-made control panel just above thwart ends.

7. 1065, crews quarters. Points to note are shroud tension lever and centre board control, similar to 1085 but with shock-cord introduced on the 'down' control in case of grounding. Hook rack for main halyard and jib tension pulley system can both be seen at base of mast.

OUTLINE SPECIFICATION

ITEM	No. 1065	No. 1085
HULL	Westerly built. Standard G.R.P. constructions. 2–tone blue colour.	McCutcheon built. Wood Mk 3 construction International 707 Twin-pack polyeurethene varnish to decks and hull.
HULL FITTINGS.	Centre bow shute. Elvstrom 'Medium' bailers. Single compass on C.B. case. Toe-straps for helm only. secured ends and mid-point for better hold	Centre-bow shute. Elvstrom 'Super-Max' bailers. Toe straps for helm only, secured ends and mid-point for better hold. Adjustable both ends.
SPARS	MAST Proctor 'E' with int. strouds (as Beta) Aerofoil spreaders.	MAST. Proctor 'E' Aerofoil spreaders. freeswinging.
	BOOM Proctor 2832 hexagon section.	BOOM Proctor 2832 hexagon section.
	SPINNAKER POLE. Proctor, piston end fittings.	SPINNAKER. Proctor, piston end fittings.
SPAR CONTROL.	SHROUDS Via stainless steel pulleys at deck level to shroud tension levers on forward bulkhead.	SHROUDS. adjustable shroud plates.
	MAST RAM R.W.O. type	MAST RAM. Microtec 'scissor' type.
	KICKING STRAP. Proctor lever-arm type.	KICKING STRAP. Holt/Allen lever-arm type.
SAILS	Ratsey Main. Genoa and Spinnaker with twin-patches.	Ratsey Main, Genoa. New radial-head spinnaker with twin patches and short fishing net sock.
SAIL CONTROLS	GENOA. Furling gear. Jib-tension via pulley system (no calibration), wire halyard. Jib sheet system via single pulley blocks and jammers. (no friction blocks or Barber Hauler)	GENOA. Furling gear. Jib-tension via R.W.O. 'magic box' fitting R. 450 (16:1 purchase) Jib sheet system via Barber-Hauler, single pulley deck blocks and jammers. (No friction blocks)
	MAIN Main-sheet control via Sea-Sure frictionless blocks and Holt/Allen 4176 mainsheet jammer, Purpose made centre-traveller system, continuous rope forming traveller and control lines. (see photo) Wire halyard to hooks at base of mast. Internal outhaul. Cunningham hole system.	Main-sheet control via Sea-Sure large diam. blocks. Holt/Allen 4176 mainsheet jammer. Full width Holt/Allen 4400 centre track and traveller Internal outhaul. Cunningham hole system.
	SPINNAKER. Internal halyard in mast. Continuous sheets to stern returning via pulleys in gun-whale to deck jammers. Sel-stowing pole system.	SPINNAKER. Internal halyard in mast continuous sheets to stern returning via pulleys in gun-whale to deck jammers. Self-stowing pole system
TRAPEZE	Conventional arrangement using R.W.O. rings and continuous shockcord system across forward bulkhead.	Continuous system using purpose-made stainless steel hooks with connecting wire across cockpit. Shock-cord restrain system across forward bulkhead.
RUDDER	Wood, vertical pattern, Sea-Sure printle and gudgeon fitting.	Wood, vertical pattern. Sea-Sure pintle and gudgeon fitting. Laminated wood tiller.
CENTREBOARD	Wood.	Laminated wood. $\frac{2}{3}$ spruce, $\frac{1}{3}$ mahogany.

Note: All control lines on both boats colour-coded, with matching Sea-Shore mini jammers where used.

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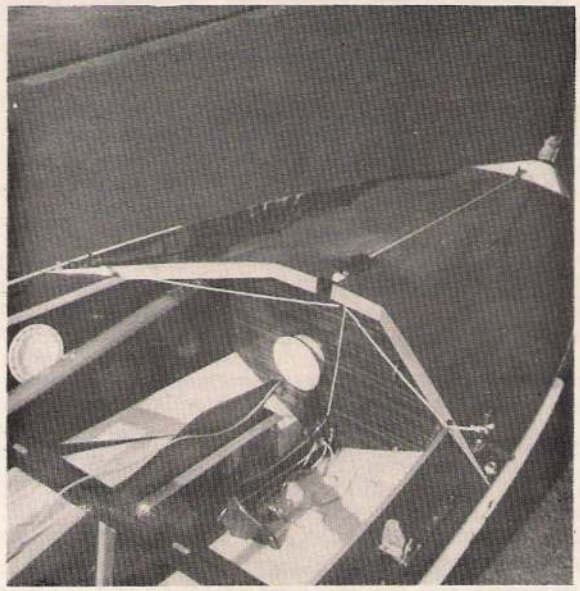
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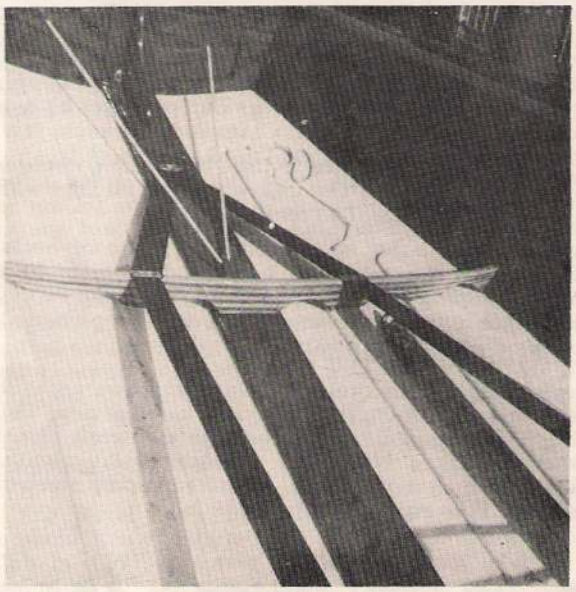
"Osprey" Stockist for all fittings,
Masts, Centre Boards, rudder etc.

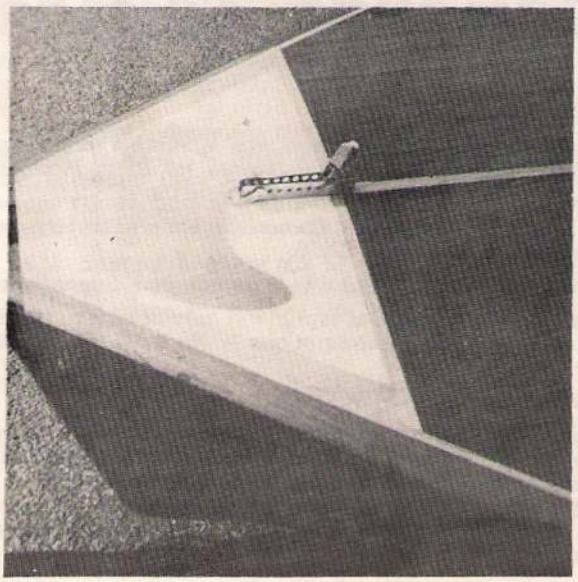
Boat Repairs in wood and G.R.P.

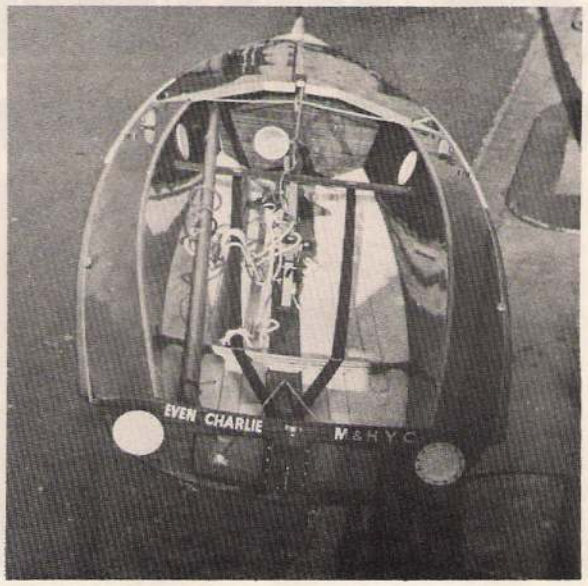
MKII conversion

In his second article, Charlie Cullow describes how, with Gerald Iddon's help a standard MKII wood boat was finally converted to MK III specification.









MARK II CONVERSION (Continued)

From a morale point of view you're over the hump once you've started re-building, as distinct from tearing apart. Cladding the side tanks is a tricky operation and a lot of patience is required to get it right. There are two joints in the ply on each side and Gerald scarved them. He has succeeded very well although with the top veneer of the 5mm sapele faced ply not much thicker than a cigarette paper it was by no means easy. Fitting the inside of the side tanks requires patience. It is essential to have the frames and stringers dressed off very accurately before attempting to fit the ply. Also, although it shouldn't really need saying, it is vital to keep a careful running check on the essential points of measurement. Attention to this in the early stages saves a lot of grief and woe later.

With the side decks fitted the back of the job was broken but it was by no means finished. The new fore deck was fitted and the existing transom modified to Mark III Pattern. The outside of the hull was completely stripped down and refinished (with "Helmsman" one-can Polyurethane). As its condition was poor a lot of work was required here too, but the finish is now satisfactory.

The decks were sanded and then carefully varnished with Spinnaker Yacht Varnish (October Gloss). The results here are also satisfactory but reflect the amount of elbow grease rather than the make and quality of the varnish.

The moment of truth came when we weighed the finished hull. It weighed 296 lbs as against 344 lbs at the start and this was a much better result than we had dared to expect.

The boat was then re-measured completely and a new measurement certificate has been issued by the R.Y.A. In accordance with a decision of the Class Committee the original number (466) has been retained. Notwithstanding that, to Gerald's great credit, the conversion has left us with what everyone who has seen it regards as a new Mark III.

We had her out on the Bay a weekend in March and she is an entirely different machine. We haven't had a chance yet to assess the characteristics of the Mark III when capsised but the way we're shaping so far it's only a question of time! For any who may be interested the new name "Even Charlie" was arrived at as follows:–
"How did you get on today Vernon? . . . . . Bloody awful, Even Charlie beat me!"

Peter Agnews Page

Canadian Assocation



Canadian Association – Executive committee. L – R. Dick Clift, John Woodward and Jim Muir, Vice President.

THE CANADIAN OSPREY CLASS ASSOCIATION

It is with pleasure that I can let Members know that a Class Association has now been formed in Canada, and I hope that all Osprey owners over there will rally to the centre. Formation day was Jan. 25th, 1975.

President is John Woodward - Osprey 797, with Dick Clift as Secretary/Treasurer (he sails Osprey 1014). Dick's address is "F. R. Clift, 1758 127 A Street, White Rock, British Columbia".

I hope we shall now have regular news from our partners in Canada.

VISIT TO LAGOS

Our friends in Nigeria are still trying to get us reduced Air Fares for this trip now fixed for 28th Sept. to 5th Oct. 1975.

Has any member any influence with either Lufthansa or British Calendonian Airways? I would appreciate a contact.

Anyone with £250 to spare - and the time - let meknow if you wish to be listed.

Rule Changes

OPTIONAL FORESTAY

This is now allowed as from 1st March, 1975. The Rule states:– "If no forestay is fitted, the mast heel shall be pinned or bolted to the hull and the mast shall be supported in all directions in a horizontal plane at approximately deck level".....

MINIMUM SAIL FABRIC WEIGHT

Members will remember that the A.G.M. last August decided that there should be a minimum sail fabric weight prescribed for all three sails. On close examination, the Class Committee found this decision to be impracticable. It was, however, thought to be possible on the spinnaker sail alone and so a Rule change has been approved by the R.Y.A. as follows (also effective 1st March, 1975):– "The basic material of the spinnaker shall be fabric of not less than 33gm/m^2. Each spinnaker shall be indelibly marked by the sailmaker, stating weight of material used, signature or stamp of sailmaker and date made."

NEW TROPHIES

THE TRAVELLERS TROPHY:

This trophy, first competed for in 1966, goes to the Helmsman with the best five overall results at Open Meetings around the country, one of which has to be at least 100 miles from his/her home Club. Claims have to be sent to the Class Secretary by the end of December each year (forms available for this purpose).

The Trophy has not been claimed since 1970 and the Class Committee believes this is due to the type of Trophy available. To remedy this, a new Trophy – presented by the late H. S. H. James – is available this year. In addition, the Directors of his Company have offered a replica cup for the winner each year.

This gesture, by the Directors of Land-Sea-Air Travel of Newquay, Cornwall, is very much appreciated.

THE OFFER CUP

Roland Offer of Exter (Rod Offer's father) has also kindly allowed us to use a Challenge Cup presented by him for competition at the National Championships each year.

This Cup will be presented to the Club which nominates three boats and achieves the highest overall placings with these boats based on the final results.

No Club may enter more than one group of boats. Nominated boat numbers must be handed in to the Race Officer, or his Deputy, before 1800 hours on the official Practise Race day. No Team Racing will be permitted.

THE STUBLEY TROPHY

Presented by Peter Stubley from Lymington and also to be competed for at the National Championship. This Challenge Trophy will go to the highest overall placed Helmsman sailing a boat with a registered sail number which is 50% or less of the total registered Osprey numbers at the start of the event.

General Topics

SUBSCRIPTIONS

At the risk of boring Members – another reminder SUBSCRIPTIONS were due on January 1st. Every Member got a reminder with the December Newsletter.

Full Members – £5. Boat Owners. If under 21 years on 1st January, then its only £2.50.

Associate Members: – £2.50. Crewmen and Supporters.

The Yearbook, due out April, will only be sent to those who have paid their subscriptions – No more reminders this year.

NEWSLETTER INSERTIONS

The Class Committee regrets that owing to ever rising postage rates, a charge of £4 per issue will have to be to Clubs wishing to insert leaflets, etc. into the Newsletters. So often these leaflets push the postage up into a higher rate. Organisers of the National and Area Championships will not have to pay this fee.

CARNOUSTIE REPORT

Alex Flex Chairman of the Championship Committee reviews progress to date:

If the organisation has been operating properly you ought to find enclosed with this newsletter an entry form, an accommodation list and a Carnoustie sticker.

The entry form you should use right away, the accommodation list you should consult and make your booking as soon as possible – if you've any problems contact Pat Edwardswhose address and telephone number are given. As for the sticker, well, you know what to do with that.

Book your accommodation as soon as you can, that's the important thing. Although Carnoustie is one of Scotland's golfing shrines and is used to catering for lots of visitors (this year's British Open Golf Championship is to be held there in July) we can count some 50 boat owners who have made their bookings already.

As you can see from the entry form the Nationals are sponsored once again. This year we are grateful to The Scotsman, A & O International and the Low and Bonar Group who are the principal sponsors, as well as a number of local firms who have kindly donated some of the prizes. The entry fee is £7.00 per boat and, were it not for the sponsors, and the help of the Services the cost of entering would be at least double.

Local branches of the Marines and RNR are assisting with radios, rescue boats and some personnel – in fact, the RNR are making an excercise of the week. The Army, which has a training base next door to Carnoustie may also be involved.

For many months now the organisers have been battling with problems of catering, prizes, the social programme, printing publicity, finance, sponsors, accommodation, rescue boats, local variations to the sailing instructions, beach organisation, liquor licences, negotiations with the authorities and the countless worries which the host club must always face. However all is well so far and The Royal Tay Yacht Club and Carnoustie Yachting Club intend to make this a memorable championship.

The Royal Tay Yacht Club is one of the older clubs in Scotland, having started life as the Tay Corinthian Sailing Club in 1885, adopting its present name in 1891 at the command of Queen Victoria. Yachting meant something entirely different in those days, and while no one can actually remember the giant yachts, we looked up the records and found the yawl "Alruna" listed at 126 tons. (a weight equivalent to more than 800 Ospreys!)

Since 1945 the main classes have been Seabird, K-class, Wildcat, ½ Rater, ¾ Rater and Flying Fifteen. Today the 80 odd keelboats fleet has good classes of Quib and Vega and among the dinghies and Cats the largest classes are the Enterprise, Unicorn, Wayfarer, Mirror and, of course Osprey.

The main club rooms are at Broughtly Ferry where the river is about a mile and a half wide and the tide a bit swift. Hence the reason for holding the Nationals 7 miles down river at Carnoustie.

CLASS INSURANCE SCHEME

Quite a large number of Osprey Owners are insured through the Class Scheme with Newton Crum.

Please remember that this is a Class Scheme and you can always let me know if it is not working to your satisfaction.

CLUB NEWS

Clyde Canoe Club



The clubhouse photographed during renovation.

DYSART S.C.

The fleet remains pretty static at 9 boats, a reduced number due to the recent sale of 313 and 321. No Mark 3 boats on the books yet. The nearby club of St. Andrews has a couple of Ospreys, and at Largo Bay 246 has arrived from the Sussex coast in the hands of John Walters. – Bill Hill.

HORNSEA S.C.

During the winter the most energetic member has been Terry Greaves, who sold his home-built Mk. 2 (904) at the end of last season and purchased plans and timber to build a Mk. 3 version. Work commenced early January and the boat will be ready for launching on 6th April. Is this a record for home-building?

Matt Anderson is maintaining his policy of owning a different boat for each season with last years craft, 1016 currently on offer and two other are in the garage. Alan Smith took delivery of 938 (Ex Tony Blatchford) at the end of last season and has since been seen practising hard – if he doesn't win this time, he can not blame the boat! 5 helms have booked for Canoustie and it is hoped at least this number of visitors will support the club's Osprey Open in September – John Chaney

MORECAMBE & HEYSHAM Y.C.

The season started over Easter weekend with a two day event for the Commodore's Prize on the Saturday and Sunday and a Pennant race on the Monday. The dinghy park is beginning to lose its seedy winter look and there is now a fair clutch of Osprey in residence. We should have a good competitive season of class racing for Osprey but unfortunately it seems unlikely at present that any other class will muster sufficient numbers. Although this is no fault of the Osprey they are sometimes a bit unfairly criticised for killing off the competition. It has to be admitted that in tidal waters such as Morecambe the big boats have a disproportionate advantage in most conditions and many people come round to the view in the end that the only answer is class racing. For the Osprey fleet this will be predominant at Morecambe this season.

We are hoping for a good turn out at the North West Coast Osprey meeting on Saturday/Sunday, 10/11 th May, and all our friends will be made very welcome.

It also occurs to us that some of the long distance travellers to the Nationals at Carnoustie might find the Morecambe area a handy overnight stopping place.

If anyone is interested please let us know and we shall be only too pleased to accommodate travelling crews for an overnight stay, either way, among our own Osprey fleet. – Charlie Gillow.

FILEY S.C.

Not quite so many changes to report over the winter period, but Brian Smith has been poached from the Enterprise class and has bought 651 from club member Chriss Hall. Chris Paxton hopes to launch his newly built wood Mark 3. (No. 1068) early in May and Bob Weddall now owns 761, formerly raced regularly by Brian Jackman until a couple of years ago.

The start of the season should have been Easter Sunday, but a strong North–Westerly wind and sleet squalls prevented racing, although Peter Beaumont and James Plowright claimed they enjoyed an hours spin round the bay in 1019 'Peter Bee'.

Monday's weather was a little better but the club was forced to abandon any hope of racing when the local fishermen asked that there be no sailing as a measure of support for the Fishermen's blockade, then currently in progress around the country. To press their point home. all entrance to the beach were blocked and no pleasure craft of any kind were allowed to be launched. The nearby keel boat fleets at Scarborough and Bridlington were prevented from sailing for the same reasons. The Osprey fleet however does remain the strongest within the club with nearly 30 boats. Three open events are scheduled this season to cater for home and visiting boats, the Scottish & Northern Championship, Open Regatta and the annual Chalmer's Park Trophy meeting – John Littlewood.

BRITISH STEEL CORPORATION S.C.

The club is sorry to lose two well known figures. Alastair Mackay has taken a two year appointment in Dubai and left 'Taste of Honey', 1015, for sister Liz to sail. Rumour has it that she is currently auditioning prospective helms. The other loss is that of Ken Langston who is moving away from the area.

Mike Corbin's former boat 'Super Star', 937, has been purchased by Nat Eynon, although 'Blue Moon' is being kept in reserve. Nat hopes to represent the club at the Royal Lymington Easter Regatta, whilst Tony Davies will be sailing at Lake Bala over Easter.

CREEKSEA S.C.

7 Ospreys took part in the winter series at Brandyhole Y.C. Essex, Results as follows :

1st 1001 John Torrence, Creeksea S.C.

2nd 804 Robert Shaw, Creeksea S.C.

3rd 353 Don Carmen, Stone S.C.

Fleet total should be about 20 by April, with three new Osprey owners coming into the club. Les Shaw is taking delivery of a wood Mk. 3 from local builder Eric Robinson, who has a further three boats in various stages of construction, all earmarked for Creesea members.

ROYAL TAY Y. C.

Local enthusiasts are working doubly hard this year, to ensure their own craft are up to scratch and helping with preparations for the big week at Carnoustie. Two of the Ospreys at Wormit B.C. (over the River) have been modified to Mk. 3 – Ian Steven.

TEES S. C.

Tees Sailing Club started their season on 29th March and it will be interesting to see how the new Mark III boats acquired and fitted out this winter will fair over Easter, against last years top three of Malcolm Stringer, Paul Robertson (crew) in "Shape of Things to Come", John Fotheringham, Robert Andrews (crew) in "Xscua" and John Robinson, with new crew Ken Triffet in "Pop Rivet Special". Ken McDonald and father, after winning the "Jonah" prize at the 74 – Nationals decided that their old boat "Cold Comfort" had had its day and purchased a Mark III hull The name of the boat will not be decided until after launching. Tony Wright has sold "Go Go Bird" to the clubs Scorpion champion, Martin Fenwick, has been painstakingly fitting out a new hull, after spending most of last season training his crew. Tony Clayton who's Mark III "Myberd" (1012) was lost at sea at the back end of last season, acquired another one to try his luck this year. John Fotheringham's old boat "Nutcracker" is now in the hands of ex-Enterprise man Peter Kelsey who with his regular crew should find this boat used to being out front. Tees Sailing Club is using the new points system this year in its class races so that there will be no easy run away victors.

The Osprey Open Meeting in July in Tees Bay will be a weekend not to be missed for any Osprey sailor who likes good competition and exciting racing conditions that this bay can produce and we hope that our friends at Morecambe, Filey, Royal Tay and Chase will take up this challenge. If anyone has problems with accommodation they will most certainly be welcome to stay with any of our fleet members. The Commodore of the club Mr. Burt Andrews (father of "Robert") and his Vice Commodore Mr. Joe Whitwell, have both helped this class to prosper and will no doubt be setting exciting courses for this weekend.

SUSSEX Y.C.

Nick Houlding has been working hard to stir enthusiasm in the South coast sailors. A newsletter was sent to all local Osprey members during the winter, edited by Nick, who is encouraging the formation of a class at Sussex Motor Y.C., just down the river. About 10 local helms have pledged support for the move with the aim of getting more expressed interest. For details contact Nick at 19 High Street, Steyning, Sussex.

DORMAN LONG M.C.

A new addition this year will be a 1068, a home built Mk. 3 being completed for John Scurr. The three Ospreys in the club, 544, 590 and 790 are all expected to be active. – Brian Scurr.

1975 S&N CHAMPIONSHIP AT FILEY

INTRODUCTION

The 1975 Scottish & Northern Osprey Championship is to be sailed under the burgee of Filey Sailing Club on 14/15th June. This particular championship meeting is not new to Filey Sailing Club and many helmsmen will also remember travelling to Filey for the 1971 National Championship Meeting. In spite of economic difficulties we are still hoping to have a good entry for this meeting and would suggest that there is no finer place in the country to sample safe and exhilarating sailing than in beautiful Filey Bay. The town of Filey is a mixture of old fishing port and modern holiday centre. The bay is ideal for bathing and for the helmsman with a young family what could be better than to bring the whole family along to enjoy the pleasures of a long flat beach and the hospitality of Filey Sailing Club.

PROGRAMME

Briefing	– Saturday, 13.00 hours
1st Points Race	– Saturday, 14.30 hours
2nd Points Race	– Saturday, 16.30 hours
Scottish & Northern Osprey Assn. Meeting.	– Sunday, 09.15 hours
3rd Points Race	– Sunday, 11.00 hours
4th Points Race	– Sunday, 14.30 hours

Note: There will be four points races – best three to count.

High Tides

Saturday	– 08.13 hours	(height 5.6m)
	20.54 hours	(height 5.4m)
Sunday	– 09.05 hours	(height 5.5m)
	21.49 hours	(height 5.3m)

GENERAL INFORMATION

Sailing Instructions

Sailing Instructions town map and accommodation lists will be forwarded to all competitors whose entries are received by the 7th June. After this date instructions will be issued on arrival. For further information regarding accommodation please write to the Publicity Officer, Scarborough Borough Council, Town Hall, Scarborough.

Parking Dinghies

There will be parking space on the Club premises for dinghies. It will not be possible to bring a car on to the beach for the purpose of getting boats to the Club as a local bye-law prohibits the use of unauthorised vehicles on the beach or without a boat it is possible to reach the Club down Arndale from the Country Park where there is ample car park space.

Arrangements have been made to hold a disco-dance at the Victoria Hotel, Filey on Saturday evening.

Light snacks and refreshment will be available in the Club House after each race, at moderate changes.

Ladies' and gentlemens' showers and changing facilities are available at the Club.

Results will be posted outside the Race Office or Club House (depending on the weather).

Entry fee – £3.00 Cheques payable to Filey Sailing Club should be forwarded together with entry form to Miss P. Rennoldson, 18 Ryndle Walk ,Scarborough, North Yorkshire YO12 6JU, as soon as possible before the event. Early entries would be appreciated.

FORM OF ENTRY

National Osprey Class 1975
Scottish & Northern Championship
Filey S.C. 14/15th June

Please enter the following boat for the Scottish & Northern Area Osprey Championships on the 14th/15th June, 1975.

BLOCK CAPITALS PLEASE

Sail No. ..... Name of Boat .....

Colour of Hull .....

Helmsman's Name .....

.....

Helmsman's Address .....

.....

.....

.....

Helmsman's Club .....

Crew's Name .....

Crew's Address .....

I agree to abide by the Rules of the I.Y.R.U., by the Rules of the R.Y.A., by the Class Rules and the Sailing Instructions of Filey Sailing Club. I will provide a valid Class certificate.

I am a member of the Osprey Class Association.

I am fully insured against thrid party claims up to £50,000.

Signatures of Helmsman ..... Date .....

Entries should be sent to : – Miss P. Rennoldson,
18 Ryndle Walk,
Scarborough,
North Yorkshire. YO12 6JU Tel: Scarborough 66329

NOTE: Intending completitors should note that neither the organising club nor the National Osprey Association accept any liability for loss or damage sustained by competitors or their crews in relation to their person, boat or equipment in the course of the Championships. By submitting an entry form each competitor will be held to agree to this stipulation. There will be random checks on measurments.

Entry Fee £3.00 Cheques to be made payble to Filey Sailing Club.

OPEN MEETING REPORTS



'Infidel' photographed some 10 minutes after launching on 29th March. Tony was aware of the sail twist and the matter was corrected in time for the Royal Lymington Easter Regatta.

Credit Brian Manby

GORDON COOPER CHALLENGE CUP

To mark his retirement from class Chairman, Gordon Cooper has very kindly donated to the Mumbles Y.C. a trophy to be known as the 'Gordon Cooper Challenge Cup'. Initial plans are that a race shall be held once a year on Boxing Day at Mumbles for Osprey owners of the home club.

The first race for this trophy was held last Boxing Day in typical winter weather. Ken Williams, crewman of the winning boat sent the following report.

ONLY FIVE Ospreys started for the 'Gordon Cooper Challenge Cup' held at Mumbles YC on December 26. The numbers were reduced because the wind was blowing Force 4 gusting 5 while outside the harbour gusts of up to Force 9 were being recorded.

Just after the start Ray Arnold capsized in 'The Marauder' but was quick to recover and was second at the windward mark behind Ron Matthews in 'Proof Spirit' with John Bluwet rounding third in 'Big Spender'.

Of the wind 'Proof Spirit' lost ground to 'The Marauder' which eventually took the lead at the end of the beat and started to draw away from the pack. A battle developed for second place when 'Proof Spirit' fell in at the gybe mark with 'Big Spender' also capsizing while trying to avoid the upturned boat, letting Tipsy Too sailed by Alan Leend through to second place.

Both recovered quickly and continued the battle to the finish with Tipsy Too relegated to fourth place once more. At the finish it was Ray Arnold first in 'The Marauder', with John Bluwet second sailing 'Big Spender, and Ron Matthews third in 'Proof Spirit'.

ROYAL LYMINGTON Y.C. EASTER REGATTA.

A six race programme (5 to count) was completed over Easter Saturday Sunday and Monday with 9 boats making up the Osprey class.

A cold northerly force 4–5 wind predominated. Tony Blatchford quickly got into his stride with a convincing total of 5 wins.

Nat Eynon journied from Wales only to suffer a disastrous collision to 937 'Super Star'. A badley cut eye, damaged hull and broken mast and boom were enough reasons to retire from the series.

A welcome new face in the results is that of Lloyd Fryer, who had a fine weekend against some well known competitions.

Results:	1st	1085 'Infidel', Tony Blatchford, Lymington Town S.C.
	2nd	1065 'Misty Star' Mike Corbin, Lymington Town S.C.
	3rd	800 'Rampant Lady' Lloyd Fryer, Rortishead S.C.

WINTER AT BRANDYHOLE

Creekseas members staged their annual migration this winter up the Crouch to Brandyhole Y.C. to compete in the winter series. Don Carmen from Stone completed the tally of 7 Ospreys, final results below:

1st	1001	'Nabucco', John Torrence, Creeksea S.C.
2nd	805	'Granny', Robert Shaw, Creeksea S.C.
3rd	353	'Tarmaisk', Don Carmen Stone S.C.

DRAYCOTT TWO OF A KIND 15th MARCH

Chairman Mike Corbin waved the class glag, with 1065 'Misty Star' making its first outing over the weekend.

The programme was a single pursuit race, with Mike finishing 17th from 80 odd starters.