NATIONAL OSPREY NEWSLETTER

JULY 1975

SCOTTISH & NORTHERN AT FILEY



Start of the first race, with clean getaways for Vernon May (1009) and Terry Greaves (1074)

After a gap of 6 years, the Scottish & Northern Championship returned to Filey over the weekend 14/15th June to find Filey Bay at its best.

Apart from Sunday morning, the heatwave continued and the wind varied from one extreme to the other both in direction and strength.

Ken Robertson retained the trophy (which he also won in 1969) but only after a fierce battle with Scotsman – Brian Summers. Saturday evening saw them both with equal points, with the struggle equally open after the third race for if Summers had won the final race and Robertson had come worse than third, the final positions would have been reversed.

The modified olympic courses filled the whole bay and Race Officer – Maurice Lowe – set fine courses to give the fleet their money's worth.

The weekend commenced with briefing at 1 o'clock (for some it commenced a little earlier in the cobble landing bar). Boats set sail at 2.30 in the afternoon for Race 1 in a brisk force 5 South Westerly. Although a true line, boats bunched badly at the starboard end, for it paid to go quickly on to port tack, stem the tide and then zig zag to the windward mark, a route taken by Summers who arrived first. The first tight reach along the shore to Flamborough cliffs was probably over 1½ miles long, and Summers gradually increased his lead with fine spinnaker work from a few yards to probably nearly 250 yards. The reach back to the start was a little broader, the wind just a bit fierce for spinnaker work. Summers continued to increase his lead throughout the race and went on to win some 2 hours later with a phenomenal 4 minutes 10 second lead over Robertson. At 15 m.p.h. (a realistic estimate of the reaching speed) this represents over a mile lead on the reach. Robertson had worked hard as well, picking up 14 places from the windward mark, whilst Wally Gardiner, always well placed in a blow, followed home next. Club Commodore – Ron Lorriman – held second place for a lap before being flattened and he eventually joined the dozen or so others heading for the shore with sundry gear failures.

The second race commenced in similar conditions – local skipper Jim Haddock – setting the pace for the first two legs before capsizing. Summers took the lead and he too capsized with his spinnaker flying on the second reach which left Robertson a clear field for the rest of the race. Malcolm Stringer, David Pool and Alf Hawksworth all fought a close battle, particularly on the final beat to eventually finish in that order behind Summers who had managed to right his craft and stay in second spot.

All day Sunday the wind played tricks, the morning race started in a force 2 Westerly which suddenly died half way through with the leading bunch hardly a tantalising 200 yards from the finishing line when the shortened course signal sounded. A frantic change of tactics saw Robertson creep over the line a mere 2 ft. ahead of Gerald Iddon. Gardiner had lead throughout until sailing into a flat spot at the finish and had to be content with 4th, whilst one or two a little nearer the back, noticeably Matt Anderson and John Rayner, seeing the plight of the front runners, veered well clear of the pack in what breeze was left and picked up many useful places.

By early afternoon the hot sun had become established and began to draw an Easterly breeze from the sea, which meant the course was reversed with a start inshore. Only seconds before the gun, a 90° shift meant a broad reach starboard start for everyone. Further up the beach the wind backed a little as the leaders approached the windward reach and then headed dramatically to produce a true beat for what should have been the first reach, the hitch mark making an extra obstacle to round. After about an hour the wind settled down to its original direction by which time the leading boats were well out in front. Iddon lead initially with Gardiner pulling through on the first actual reach to stay out in front at the finish only to find that, with his safety tag left ashore, disqualification, not the Queensborough trophy, was his reward for his efforts.

Summers and Robertson watched each other like hawks, both getting relatively poor starts and finished 5th and 9th respectively, results which did not affect the overall position. Hawksworth came through at the finish but with a retirement and a disqualification to his credit he had to settle for 20th overall.

The prizegiving was held in front of the clubhouse, with Sailing Secretary Pat Rennoldson doing the honours. Ken Robertson thanked the club on behalf of the visitors, and recalled that Filey seemed to bring him luck (he won the 1971 Nationals at Filey). He also paid tribute to David Poole, a local helmsman consistently well placed in the Osprey fleet for many years, and about to embark on a three year contract to work abroad.

A quick scan of the entry list shows 43 entries, the second highest total in the history of the event. Filey's modest contribution was 13 boats with all the main Osprey clubs represented in the remaining entry. Mention should be made of the misfortune suffered by Chris Bonar, last year's runner-up, whose rudder fittings broke seconds before the first start on Saturday costing him the weekend's racing.

RESULTS

Boat No.	Helmsman	Club	Race Positions 1	2	3	4	Points Best 3	Final Place
1060	K. Robertson	Mount's Bay S.C.	2	¾	¾	9	3½	1
759	B. Summers	Royal Tay Y.C.	¾	2	3	5	5¾	2
1008	G. Iddon	Morecambe & Hey. Y.C.	6	8	2	¾	8¾	3
1044	T. Wright	Tees S.C.	4	7	45	6	17	4
1016	M. Anderson	Hornsea S.C.	42	9	5	4	18	5
880	D. Poole	Filey S.C.	42	4	4	12	20	6
804	W. Gardiner	Morecambe & Hey. Y.C.	3	10	7	45	20	7
959	M. Stringer	Tees S.C.	42	3	11	14	28	8
938	A. Smith	Hornsea S.C.	42	6	6	17	29	9
853	R. Plowright	Filey S.C.	5	44	21	3	29	10
714	D. Philip	Royal Tay Y.C.	7	15	45	8	30	11
1053	T. Clayton	Tees S.C.	11	11	10	16	32	12
740	S. Murdock	Wormit B.C.	8	12	17	42	37	13
1074	T. Greaves	Hornsea S.C.	14	16	9	27	39	14
154	R. Drayton	Filey S.C.	9	38	12	19	40	15
924	G. Weekes	Hornsea S.C.	12	14	15	18	41	16
834	J. Haddock	Filey S.C.	13	13	25	15	41	17
722	M. Clack	Filey S.C.	17	20	26	11	48	18
790	B. Scurr	Dorman Long Y.C.	20	44	18	10	48	19
919	A. Hawksworth	Chase S.C.	42	5	45	2	49	20
1019	P. Beaumont	Filey S.C.	10	22	24	26	56	21
1007	J. Rayner	Filey S.C.	44	19	8	29	56	22
700	M. Mooney	Hornsea S.C.	23	21	13	33	57	23
1009	V. May	Morecambe & Hey. Y.C.	19	17	43	25	61	24
1090	M. Whiteman	Ogston S.C.	26	25	19	21	65	25
750	V. Gellatly	Royal Tay Y.C.	42	18	23	24	65	26
642	I. Steven	Royal Tay Y.C.	20	38	16	32	68	27
743	Mark Anderson	Hornsea S.C.	18	38	28	23	69	28
1086	F. Peacock	Morecambe & Hey. Y.C.	42	38	20	13	71	29
1070	V. Scurr	Dorman Long Y.C.	20	23	30	31	73	30
870	W. Oliver	Lymington Town S.C.	15	38	45	20	73	31
1028	M. Day	Filey S.C.	25	24	32	28	77	32
869	I. Mortimer	Filey S.C.	44	44	27	7	78	33
895	J. Hood	Tees S.C.	24	26	29	36	79	34
905	F. Lambert	Filey S.C.	16	38	31	35	82	35
1003	R. Lorriman	Filey S.C.	42	38	22	22	82	36
651	B. Smith	Filey S.C.	28	38	34	42	90	37
1029	J. Robinson	Tees S.C.	44	38	14	45	96	38
892	J. Littlewood	Filey S.C.	44	44	33	30	107	39
445	S. Nowell	Hornsea S.C.	27	38	45	45	110	40
1068	C. Paxton	Filey S.C.	42	44	36	44	112	41
748	E. Hanson	Filey S.C.	44	44	35	37	125	42
1006	C. Bonar	Royal Tay Y.C.	42	44	45	45	131	43



Trio snapped at speed on the reach back from the wing mark first race, Saturday. Jim Haddock nearest with Tony Clayton and Vernon May to leeward.

Scottish & Northern Report continued:-----



Prizegiving. Ken Robertson receives the Scottish & Northern Trophy from Pat Rennoldson, Commodore Ron Lorriman behind.

Peter Agnew Writes.

MY SINCERE APOLOGIES . . . . .

At the time I write this (7th July) it does not look likely that I will be able to attend this year's Nationals. This is the first one I have missed since I took on this job at Saundersfoot in 1969.

I still hope to make it, but in case I do not, I send my apologies to you all and know that you will be having a Championship of Championships at Carnoustie. I know how hard the Scottish Members have worked for this event.

Liz Mackay, our Assistant Class Secretary, is more than competent to take my place at the various Meetings, and I know you will not work her too hard.

No doubt the Race Officer at Carnoustie will sigh a deep sigh of relief knowing that the Class Secretary will not be present to ram his Gate Launch this year!

My best wishes for a wonderful week – I only wish I could make it.

ANNUAL GENERAL MEETING

Please note that this will be held on Tuesday 5th August at 1700 hours in the Carnoustie Yacht Club clubhouse.

As allowed for in the Class Rules, if the A.G.M. is held during National Championship week, then no advance notice need be given of the meeting. However, the following business will be conducted :–

To confirm the Minutes of the last A.G.M.
To discuss any matters arising on those Minutes.
To receive the Secretary's Report.
To receive the Treasurer's Report and Accounts.
To elect Officers.
To elect 11 Committee Members.
To elect Auditors.
To discuss any other business competent to the Meeting.

Please note that nominations for the Class Committee and Officers should be sent or handed to the Class Secretary as soon as possible.

Any proposal for discussion, which affects the Class Rules, must be in the hands of the Secretary at least 28 days before the Meeting, and this must be circulated to members 14 days prior to the meeting.



Brian Summers seen at speed during Saturday's race. When photographed he was telling the photographer, in no uncertain terms, to move out of the way.

SUBSCRIPTION REMINDERS

I normally send out at least two subscription reminders on overdue subscriptions each year. This year I have not done so, but merely removed non-payers from the membership list as at July 1st.

I regret that rising costs of everything officewise has obliged me to take this simpler line of action.

In future reminders will only be given in the Newsletter. So if your Newsletter supply stops, then you will know that I think you have not paid for the current year.

Please then either send your subscription at once, or if you have paid it and I have made a mistake, let me know.

OSPREY FOR SALE

I am always delighted to note boats for sale and to send this list out to those wishing to join the Class. I usually get two or three enquiries each week during the first half of the sailing season.

BUT when you do sell your boat – PLEASE let me know. I feel a proper charlie sending out a list which is so inaccurate as to make a nonsense of my efforts.

1976 NATIONALS

To be at Mount's Bay, Marazion, Cornwall on July 25th to 30th.

Accommodation and other enquiries should be addressed to Malcolm Woolcock, Secretary, Mount's Bay S.C., The Clubhouse, Marazion, Cornwall.

CLUB NEWS

FILEY S.C.

Despite the club's recent boast of having the largest Osprey fleet in the world, the reality of the situation is a little different. About 10 boats regularly turn out on Sundays, with the two Richards (Plowright and Littlewood) being far and away the most successful team. 17 wins out of 18 races in the first series was a fairly convincing score and it looks as if the second series is going the same way. So far the weather has beaten all records with racing every Sunday since late March and, apart from one Sunday, hot sunshine on all the others. Winds have been generally light with a consistent northerly direction. – John Littlewood.

MORECAMBE & HEYSHAM Y.C.

13 boats turn out regularly for Sunday points racing, including 7 Mark III boats, Frank Peacock's No 1086 being the newest. Wally Gardiner (804) and Charlie Gillow (466) have converted their Mark II craft. No one helmsman dominates and the eight boat team travelling to Carnoustie reflects the keeness in the club. – John Simpson.

DYSART S.C.

Disturbing news from Dysart, where Club commodore Ken Kelly (who started the Osprey fleet at Dysart some years ago) has now purchased a Laser and is reported to be competing very favourably on handicap with the Ospreys. (Either he is very fast, or the Ospreys are ———). Otherwise the fleet remains static, with three boats based at nearby St. Andrews. – Bill Hill.

MOUNT'S BAY S.C.

The former large fleet is a little depleted now with only 18 Ospreys in the pen facing St. Michael's Mount. However racing remains at a high standard with most boats turning out regularly. The leaders this year – apart from Ken Robertson, are Neville Noye in John Matthew's former boat (922), with Phil Johnston, Charles Bryant and Colin Chapman in their new Mark IIIs. We are hopeful of seeing all these helms in the top ten at Carnoustie together with James Curnow and Ian Roxburgh. – Peter Agnew.

TEES S.C.

The Osprey fleet continues to nejoy fine racing, with last year's leader Malcolm Stringer being pushed hard by several others, including John Fotheringham in 946 'Xscua', Tony Wright in 1044 'Oremus', Tony Clayton in 1053 'Y Knot' and John Robinson in 1029 'The Pop Rivet Special'. Tony Clayton's boat is a replacement for his first Mark III (1012), wrecked in the bay last year.

Tees hosted the first County Cleveland School's Regatta during June, with Osprey 946 the overall winner, crewman Robert Andrews in charge and Nick Beadle on the wire. Conditions were very rough, the Osprey surviving with only one capsize. – Malcolm Stringer.



Robert Andrews helming John Fotheringham's 'Xscua', with Nick Beadle crewing. Winners of the Cleveland Schools Regatta at Tees.

POOLE Y.C.

An increase to eight boats ensures recognition for the class in Poole Y.C. annual Regatta on 12/13 July. – Jeffrey Wear.

LYMINGTON TOWN Y.C.

Tony Blachford maintains the front spot in most club races being beaten on occasion by Mike Corbin. Some 10 boats come to the line as a rule.

'The Hamble Scramble' long-distance race was won by Mike in 1065, with Hugh Carter next in 'Medicinal', 894 and Peter Stubley third in 'Surfrider', 738.

A lot of work has been put into refurbishing 436 'Soft Spray' by Duncan McRae, with the boat getting nearer to the front each weekend. – Peter Stubley.

WHERE HAVE ALL THE OLD BOATS GONE?

To Holland – at least that's the latest news. Hans van Riemsdikj from Rotterdam has made several sorties to the U.K. in search of good second-hand boats. The plan is to establish a fleet on inland water near Rotterdam. Boats will be exported via Hull in full container loads.
Anyone wanting a quick sale contact Tony Hodges at 6 The Crest, Grosses Oak, Herts. (Tel. Cuffley 5490).

BALA '75

This year the Welsh & Midland Osprey Championship is to be sailed under the burgee of Bala Sailing Club on the 13th and 14th September. The Club House is situated at the Northern End of this superb inland water Llyn Tegid, or Lake Bala, which at 4½ miles long, nearly one mile wide and 80 ft. deep, is the largest natural lake in Wales. It is an excellent sailing and fishing centre; nearby is the town of Bala at the centre of the finest hill country in Wales, where there is plenty of accommodation to be found. We have the pleasure of inviting you to take part, and hope to have a good entry for this event.

It is intended to have a briefing at 12.30 p.m. on Saturday. Upon receipt of entry forms sailing instructions will be sent, together with a comprehensive accommodation list.

For those who are not familiar with Bala Sailing Club, the facilities are extremely good.

PROGRAMME –

Race Times –

Saturday	First Race	13.00 hrs.	Steel Company of Wales Sailing Club Trophy
	Second Race	15.30 hrs.	Williams Salver
Sunday	Third Race	11.00 hrs.	Mumbles Bowl
	Fourth Race	14.00 hrs.	Penmaenmawr Challenge Trophy

Overall Winner (Helm) – Fordingbridge Trophy

Winning Crew – Martini Trophy

Second Overall – Denston Cup

4 races – 3 to count

3 races – 2 to count

Entry Fee – £3.00 cheques payable to Bala Sailing Club should be forwarded together with Entry Form to M.L. Peek, Esq., 27 Haddon Road, Buxton, Derbyshire, as soon as possible before the event. Early entries will be appreciated.

FORM OF ENTRY

National Osprey Class 1975
Welsh & Midland Championship
Bala S.C., 13/14th September.

Please enter the following boat for the Welsh & Midland Area Osprey Championships on the 13th/14th September 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 Bala Sailing Club. I will provide a valid Class certificate.

I am a member of the Osprey Class Association.

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

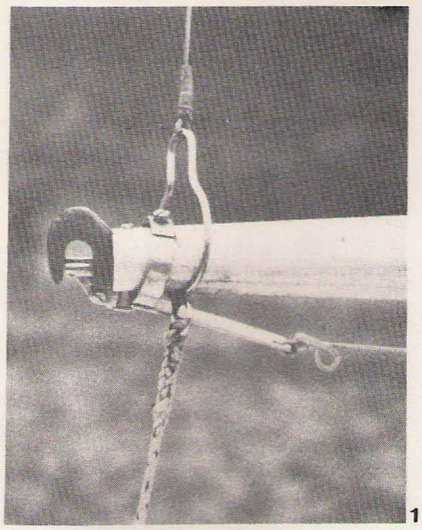
Signature of Helmsman ..... Date .....

Entries should be sent to :– M.L. Peek Esq.,
27 Haddon Road,
BUXTON,
Derbyshire.
Tel: Buxton 5631.

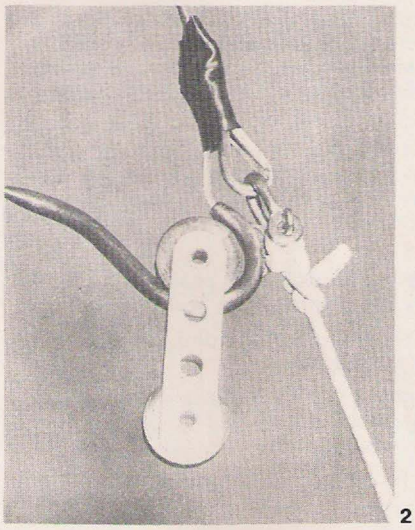
NOTE: Intending competitors should note that neither the organising club nor the National Osprey Association accept any liability for loss or damage sustained by competitors or their crews in relation to their person, boat or equipment in the course of the Championships. By submitting an entry form each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

Entry Fee £3.00 Cheques to be made payable to Bala Sailing Club.

FITTINGS



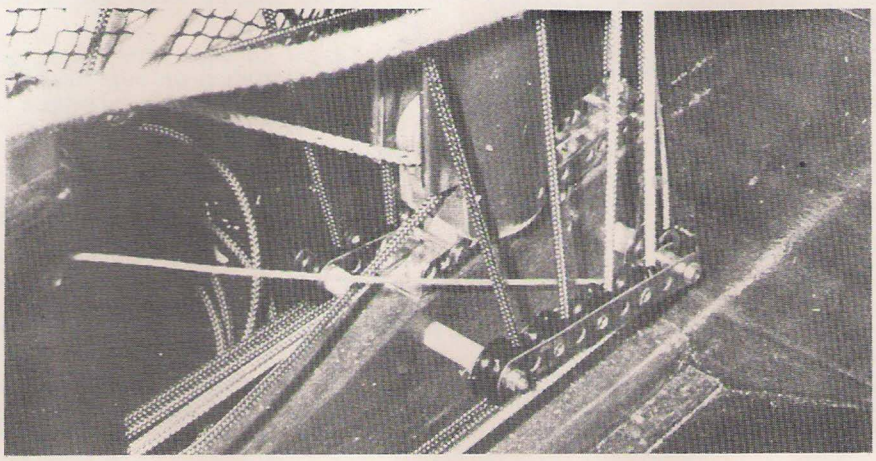
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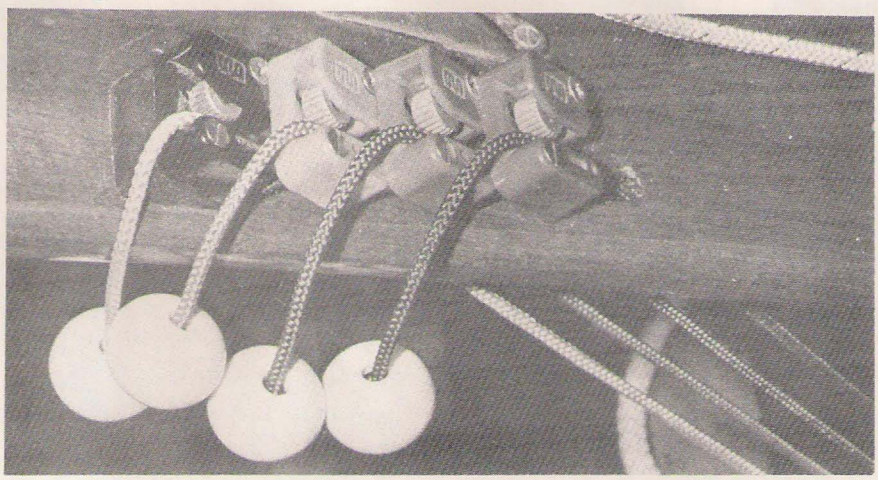
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1 *Neat spinnaker pole fitting seen on Ken Robertson's boat at Filey. Just squeeze the arm and the piston releases the sheet. If you want a set, contact Westerly Boats.*

2 *Close-up of the continuous trapeze arrangement on Tony Blachford's boat. Harness hook fastens onto the lower pulley wheel which is free to travel on the continuous wire to the other deck. (Photo – Yachts & Yachting)*



Purpose made pulley wheel arrangement on the mast step of 'Infidel'. Yachts & Yachting.



Coloured Sea-Sure mini-jammers set on the thwart for mast and sail control lines. Twin arrangement other end of thwart. Again seen on 'Infidel'. Yachts & Yachting.

ODD JOTTINGS

The second of an occasional series in which North Devon Helm, Geoff Dean, puts his point of view on some of the finer points of Osprey sailing.

The new full genoa from Sea Horse appears to be performing very well. When going windward, the leading edge can be made luff whilst the main body of the sail is pulling strongly – very useful in windward work. The sail appears to perform best at about force 4 but no doubt in time I will learn to read it in all conditions.

The mast/sail combination on 'The Magic Dragon' is totally different from the system used last year. The 1974 rig of needle spar and full main/flat genoa has been replaced this year with a "D" section mast which is relatively stiff fore and aft, fitted with a flat main, fullness half way back and a full low cut genoa. With this system there is no back-winding of the main when going to windward but I feel that off wind performance has suffered to some extent because of lack of this fullness in the main.

It is interesting to note that the genoa luffs before the main when sailing to windward – only time will tell if this new combination is to be successful.

A friendly rivalry seems to have developed between owners of Mark II and Mark III boats. It is not a bad thing as it keeps interest in technical topics circulating in the class. The Mark III certainly appears to be very lively and the reason for this could be the weight of the old stern deck has now been moved towards midships thus making the ends lighter.

It is sad that Westerly will be producing no more wooden boats – the affects of inflation again. The glass boats appear to have reached a stage in development where they are about as stiff as the wooden ones and are certainly good value for money in these days of high prices.

OPEN MEETINGS

NORTH WEST COAST MEETING
at Morecambe & Heysham Y.C. 10th/11th May.

Osprey fleets tend to be scattered throughout the U.K. and the North's first Osprey major open event of the year clearly demonstrated how motoring costs will this year drastically reduce visiting entries. Despite advanced publicity, from a total entry of twenty competitors, only six were visiting boats.

Undeterred, the race organisers put on the four race series in wind conditions increasing steadily from force 2 on Saturday to force 5 on Sunday. These changing winds, in the face of a particularly strong tide, put helms to the test, and changing fortunes produced a mixed collection of results.

In poor conditions Saturday's races were dull and processional. Alf Hawksworth took an early lead in race 1 from local helm Wally Gardener.

Alan Smith dominated the second race with John Robinson and Eric Smith of Morecambe in a grim struggle for second place.

Sunday developed into a classic yachting day in brilliant sunshine and strong wind. Wally Gardener pushed out a tremendous lead in the morning race with the nearest challenger practically ¼ mile astern.

Winds continued to freshen for the final race, which produced a series of spectacular capsizes.

True to form in these conditions, sailing skills became less vital than brutal strength. The fleet was compact, and after John Robinson had taken an early lead with Keith Byers of Morecambe in hot pursuit, the fleet positions remained more or less constant with most changes occuring in the middle places. – Ken Toole.

RESULTS

1st. 804 'Ogopogo' – Wally Gardiner, Morecambe & Heysham Y.C.
2nd. 1029 'The Pop Rivet Special' – John Robinson, Tees S.C.
3rd. 919 'Pink Panther' – Alf. Hawsworth, Chase S.C.
4th. 938 'Drongo' – Alan Smith, Hornsea S.C.

B.S.C.S.C. PORT TALBOT

The first race began in an easterly force 1 – 2 with an offshore start. Those who put in an early port hitch out into mid-reservoir gained considerably over those who held onto long starboard tacks. Class Champion Tony Blachford was first around the windward mark in his new, sparkling, all varnished, all wood MK3 'Infidel'. Nat Eynon followed, closely chased by Tony Powell.

The wind swung south and the next leg became another beat, 'Infidel' steadily increased her lead. Tony Davies sailed through to third place after a luffing battle under spinnakers with Tony Powell.

The distances between 2nd, 3rd and 4th boats varied considerably over the rest of the race but 'Infidel' strolled away to take the gun. Eynon had to really pull the stops out to hold off the challenge of Davies.

The second race in a cyclonic force 1 – 2 was again comfortably won by 'Infidel'.

On Sunday morning the third race commenced in a force 2 south-westerly but a 45 degree windshift within seconds of the starting signal saw 'Tomorrow's World' to starboard of the fleet lose out to 'Infidel' on the port side. Blachford sailed to his third victory although Powell was hot on his heels at the finish.

Having stamped his authority on the fleet Tony Blachford now exchanged positions with his crew, Brent Strickland for the fourth race.

Although Eynon and Powell led for periods, 'Infidel' soon settled to its rhythm again, her crew showed he was also a competent helmsman taking the gun after a very close contest. – Graham Boyland & Ed. Lewis.

RESULTS

1st. 1085 'Infidel' – Tony Blachford, Lymington Town S.C.
2nd. 902 'Action Replay' – Tony Powell, B.S.C.S.C.
3rd. 1000 'Tomorrow's World' – Tony Davies, B.S.C.S.C.

LORD BIRKETT MEMORIAL TROPHY.
Ullswater Y.C. 5th/6th July.

This annual event always seems to draw a good number of Ospreys, anxious to test their sea-sailing techniques against their smaller brethren. This year proved just as popular, with 13 Ospreys from Tees, Filey and Hornsea making up the second largest class in this all handicap event. Weather permitting the overall winner is judged on the best result of two races sailed the full length of the lake (20 mile round trip), a time limit of 6 hours being the limiting factor for smaller boats.

Light to zero winds made for hard concentration on both days, the smaller boats having the advantage in these conditions. However the class distinguished itself, with Malcolm Stringer taking line honours on Saturday after six hours racing against 116 other competitors (final position 26th).

Sunday saw a much shorter course being sailed with Malcolm again leading for most of the way, to be beaten by yards at the finish by one of the local Tempests.

Second Osprey home after two results was 1074 helmed by Terry Greaves of Hornsea S.C.

SUSSEX M.Y.C. OPEN

The three race meeting was held over the weekend 5th/6th July, with an entry of 17 boats. Light winds predominated except for Sunday afternoon when a thunder squall decimated the fleet, with only three boats finishing.

Home club boats tended to dominate the top places, although Robert Shaw from Creeksea would have had first spot in race 2, but for breaking the 5-minute rule. The all-girl team of Hillary Thomas and Pat Collins in 840 'Promises, Promises' were seen in action, finishing 6th overall.

RESULTS

1st. 1020 'Hi Jinx' – Ben Colbourne, Worthing Y.C.
2nd. 1063 'The New Look' – Terry Kirchin, Sussex M.Y.C.
3rd. 130 'Swingalong' – Nick Houlding, Sussex M.Y.C.

'WOOLWORTH PADDLE' at N. DEVON

The North Devon Y.C. Open Meeting for the Woolworth Paddle, the first major event in the Osprey calendar, was blessed with fine weather and gentle breezes for the second year running. The 15 boat entry included five visitors. Geoff Dean of the host club won the practice race, with Tony Blachford second, reversing positions at the end of the first race.

Sunday saw Blachford out ahead again, with Ken Robertson, up for the Sunday only, in second place and Nat Eynon third.

The final race saw the same two boats in first and second place giving Blachford a convincing win.

RESULTS

1st. 1085 'Infidel', Tony Blachford, Lymington Town S.C.
2nd. 1060 'The Pounds Seats', Ken Robertson, Mount's Bay S.C.
3rd.= 937 'Lucky Star', Nat Eynon, B.S.C.S.C.
3rd.= 900 'The Magic Dragon', Geoff Dean, N. Devon Y.C.

TAY WEEK, June 14th–20th.

Results of Osprey Class (4 races)

1st. 759 'Bucephalus II' Brian Summers, Royal Tay Y.C.
2nd. 740 'Mercury' Stuart Murdock, Worbit B.C.
3rd. 1006 'Wildebeeste' Chris Bonar, Royal Tay Y.C.
4th. 1029 'The Pop Rivet Special' John Robinson, Tees S.C.
5th. 1053 'Y Knot' Tony Clayton, Tees S.C.
6th. 714 'Impala' David Philip, Royal Tay Y.C.
7th. 642 'Loki' Ian Steven, Royal Tay Y.C.
8th. 750 'Something Better' Jim Gellatly, Royal Tay Y.C.

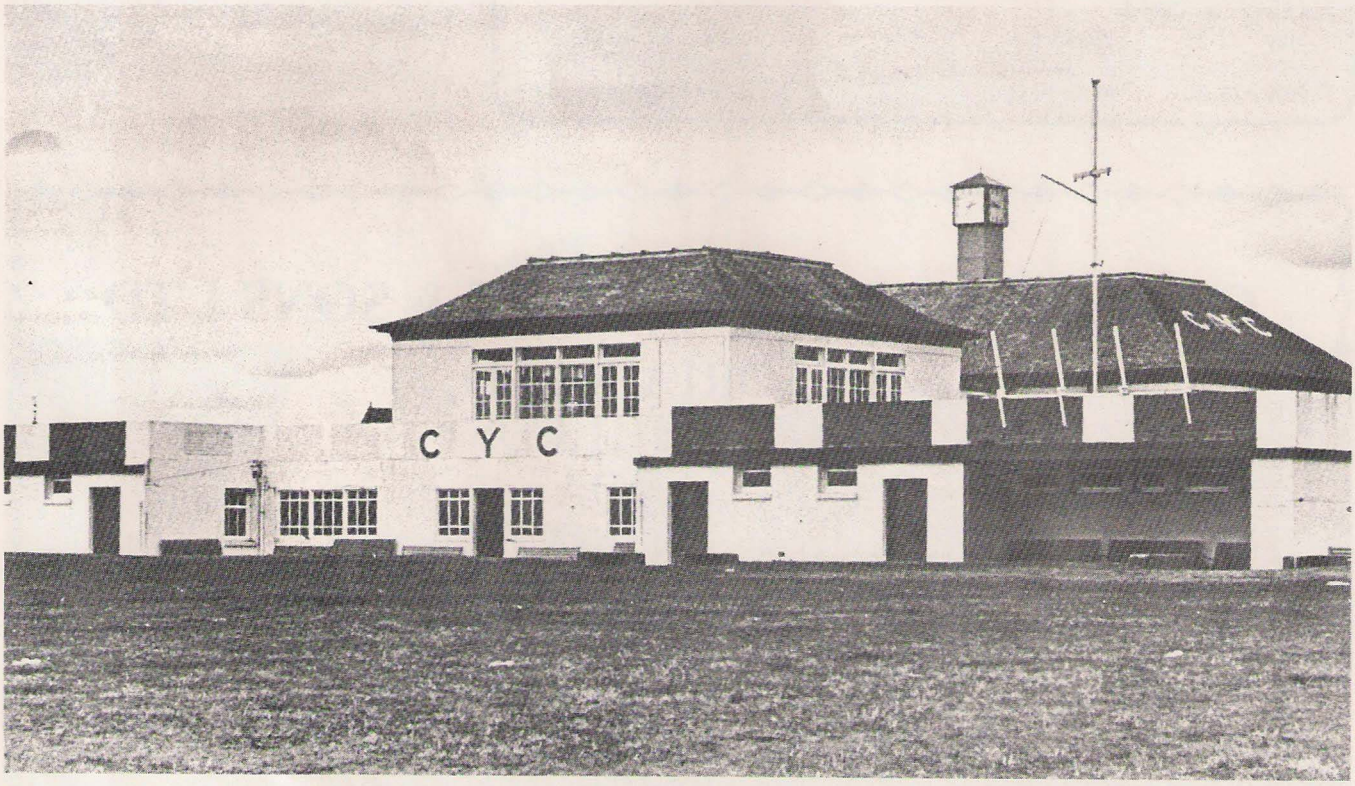
Mk 111 GRP Bare Hulls for Home Completion

Hull to choice of colour and guaranteed down to weight, including Royalty, spinnaker chute, shroud plates and forestay plates fitted £325

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Carnoustie Yachting Club – H.Q. for this year's championship. This view gives some idea of the facilities with changing rooms at ground level and bar, clubroom and balcony at first floor. The building is virtually on the water's edge with fine views over the Bay.

1975 ADVANCE RACING CALENDAR

July	26-27	Filey S.C. Morecambe & Heysham Y.C.	Regatta Visitors Weekend (Handicap)
Aug	3- 8	Royal Tay Y.C.) Carnoustie Y.C.)	NATIONAL CHAMPIONSHIP
	16-17		
	23-24	Clyde Canoe Club Morecambe & Heysham Y.C.	Regatta 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. Tees S.C.	OPEN MEETING (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		

Regattas have Osprey Class subject to minimum entry.

1976 FIXTURES

May	22-23	Tees S.C.	Scottish & Northern Championship
July	25-30	Mount's Bay	National Championship.

LATE RESULTS

Poole Y.C. Regatta 12th/13th July.

1st. 753 'Sunshine Girl' – Doug Spicer, Poole Y.C.
2nd. 640 'King's Gambit' – Philip Holt, Poole Y.C.
3rd. 908 'Bamboozle' – Henio Firley, Poole Y.C.

Tees S.C. Open Meeting 19th/20th July.

1st. 759 'Bucephalus II' – Brian Summers, Royal Tay Y.C.
2nd. 959 'The Shape of Things To Come' – Malcolm Stringer, Tees S.C.
3rd. 946 'Xscua' – John Fotheringham, Tees S.C.
4th. 1008 'Crackertoo' – Gerald Iddon M & H Y.C.
5th. 938 'Drongo' – Alan Smith, Hornsea S.C.

EDITOR'S NOTE

The next issue is scheduled for late November and will include a full report of the National Championship. Reminder notices will be sent as usual some 4 weeks prior to press date. Contribution of articles, photographs, letters and general comments will be most welcome.

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

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