# NATIONAL OSPREY

## NEWSLETTER

December 1975


# Carnoustie Review of the 1975 Championship Week

## Impressions Ashore

Looking back Carnoustie seemed to be a week of extremes.

Ashore the facilities were superb (except for the inevitable shortage of working loos), families baked in the heatwave and the Dinner Dance and prizegiving will long be remembered. The archaic licensing laws had to be tolerated (Sunday lunchtime drink? – no chance) but to run out of draught bitter when drinking was allowed was inexcusable.

The A.G.M. came and went, with a sigh of relief that no changes to the boats shape, sailplan, weight or construction had been proposed. A result service 'par excellence' provided every competitor with the final results before the prizegiving and for the first time ever Mount's Bay will not appear in the Championship records.

It was such a pity that the racing has to suffer with faint shifting winds and sea fog, cancelling two days racing.

Organisation was the joint responsibility of Royal Tay Yacht Club and the Carnoustie Yachting Club. Members of both clubs formed the Championship Committee under the expert chairmanship of Alex Flett. Valuable and much appreciated sponsorship came from several sources, the main ones being A & O International, The Low & Bonar Group Ltd., and The Scotsman Newspaper.

Day to Day administration centered round the Race Office in the dinghy park. With the Yacht Club adjacent and the shore 50 yards away the location was ideal. Alisoun Galletly, Pat Edwards, Liz Gordon and. Fiona Shepherd, dressed in striking Stewart Tartan outfits, answered all the questions and between them provided a daily and cumulative result service within hours of the race finishing. The excellent salad lunches prepared by the local ladies committee were in much demand to be consumed in the favourite spot – the balcony bar. Dundee's Angus Hotel was packed for the annual Dinner Dance, a splendid affair with many local members correctly dressed. Alex Flett presided over the evening, Mike Corbin, Class Chairman welcomed the guests including representatives of the three main sponsors. Duncan Miller, Covener of Tayside Council replied for the guests.



*Carnoustie Reception Committee' L–R. Pat Edwards, Liz Gordon, Fiona Shepherd and Alisoun Galletly.* *(D. C. Thompson & Co. Ltd.).*

Formal cabaret was a Scottish Dancing display. Informal cabaret saw Richard Littlewood and Janet Plowright imitating 'Jake the Peg' from the Rolf Harris show and Ed Thompson, lifting his kilt and prove everyone wrong.

Prizegiving took place in the Beach Hall at Carnoustie with room for everyone. Star prize for first place was a magnificent oil painting by Chris Bonar showing the Champion's boat, (with correct sail number) way ahead of the fleet, a remarkably accurate portrayal of Tony Blachford's achievements.

Earlier in the week clubs had agreed to perform cabaret turns after the prizegiving. When the time arrived, it was left to three northern clubs to hold the fort. Wally Gardiner compered Morecambe & Heysham's 'Miss Osprey' competition, with well known figures parading semi-naked under the names of 'Miss Crackertoo', 'Miss Scarlet Lady' and 'Miss Ogopogo'. Few would have recognised Vernon May in the briefest of briefs and heavily made up but for the introduction as 'Miss Still Singing.'

Tees followed with a well rehearsed two man show and it was left to Filey to lower the tone. John Gilpin led community singing to the strains of 'Whispering Grass', words suitably modified. Seconds later, four Filey crews (all bachelors) shuffled on stage, trousers round ankles, with naked back-sides decorated to look like faces, exposed to the audience. All four moved in time to the newly composed 'We are the Grotty Spotty Botty Men', number two on the song sheet, to the obvious approval of most of the audience.

Judging was a close thing, but Filey carried away the gallon bottle of Brandy, distributed and devoured in record time (the bar had long since closed).

Saturday morning arrived, and the weather? A brisk offshore force 4 and hot sunshine.




*Champion again. Tony Blachford powers the new 'Infidel' to windward during Tuesday's race.*




*Frank Wilson, fourth overall. Spray flies during Tuesday's Race.*

# THE WEEK AFLOAT..

**Sunday** – Practice Race

Very hot. Wind F 2–3 S veering E. Sea calm. The fleet started after ½ hour delay with late starters gaining a decided advantage. Leading boat at the first bouy was Lloyd Fryer in 1082 'The Black Pig'. Mike Corbin and Nevill Noye finished well ahead after 2 hours racing.

**Monday** – Race 1. Sunny. Wind F 2 E. veering S. Sea calm.

Boats were afloat for over three hours before the wind finally settled to a fitfull force 2. Entertainment during this long, hot, lunchless period was provided by a backwards sailing race, convincingly won by Malcolm Stringer.

The last man through the gate, Frank Wilson led from start to finish, though hard pressed on all legs. Initially, pathfinder Alan Smith provided the challenge. Next Lloyd Fryer took up the chase and at one stage moved in front. The final loop should have been a beat and a run back, but with the swinging wind it had become two reaches. Geoff Dean, in second spot took the leeward route hoping for advantage, but was unable to make up ground.

**Tuesday** – Race 2. Wind F 4–5 E. Sea lumpy. Cool and dull.

Another wait, this time for 45 minutes until the visibility improved to reveal a true windward leg mid-way between the windward and wing marks. For the third day running, late starting paid, those doing so putting in a long starboard tack and laying the first buoy well ahead of the pack. Tony Blachford pulled well clear to win by over three minutes, whilst Ken Robertson and Mike Corbin duelled for next place.

**Wednesday** – Sea fog, no racing possible.

**Thursday** – Races 3 & 4

The planned two-race programme was delayed by poor visibility and it was 2 p.m. before a start could be made. Hot sun and a force 2/3 made for pleasant conditions, the lighter winds calling for skill in planning the first leg. This time early starters benefited – pathfinder Richard Plowright finished 43rd. The course was shortened to one triangle, one loop and a final beat, with Alf Hawksworth and Alistair Summers taking the front places.

The fleet stayed afloat and started the next race at 5 p.m. in similar conditions. The leading dozen had just cleared the wing mark first time round when the wind faded, leaving everyone else virtually motionless against the ebbing tide. Eventually all got away, those most windward moving first. Early leaders were John Fotheringham, Wally Gardiner and Malcolm Clack. Gardiner pulled through on the last reach of the shortened course to take the gun, tailenders coming ashore just before 8 p.m.

**Friday** – Sea fog, no racing possible.




*Conditions typifying the week. Chris Bonar (1006) and Tony Blachford are setting spinnakers as Vernon May rounds the windward. A scene from Monday's race.*

# Some final comments...

This year's event was bedevilled by the poor weather, the worst for many years. One side result, however, was that the light and fluky winds did give others a chance whether by luck or by skill.

There were exceptions, of course, and Tony Blachford's performance showed that he remains the undisputed master. Mike Corbin and Wally Gardiner both moved up, Alf Hawksworth and Geoff Dean showed little change in position from previous years. There were, however, several completely new faces in the top positions. Frank Wilson's fourth place was a fine effort and fully justified the Novices Trophy, (last year he was 28th). Alan Smith has campaigned a hard season in the former 'Infidel' and came seventh, whilst one of the younger members, Lloyd Fryer, burst upon the scene to finish thirteenth.

For others it was very much a case of 'how are the mightly fallen' in particular for the Mount's Bay contingent. Ken Robertson dropped from runner-up last year to 21st, James Curnow 3rd to 31st and Ian Roxburgh 8th to 35th. Best placed of Filey's 10 boat team was Richard Plowright at 24th.

The entry of 98 was well up to expectations, even though only 12 Scottish boats were entered. Best fleet turnouts came from Morecambe with 11, including 6 Mk 3s, Filey with 9 and Tees and Tay with 8 each. 29 clubs were represented, all from the U.K.

A glance at the Top Twenty table shows that half the 12 Mk 3 boats were of wood construction. The demand for this model is increasing and the two boats on offer at the end of the championship were very quickly snapped up. On the equipment side, Proctor masts continue to dominate, whilst the once universal Musto sails have virtually disappeared, to be replaced by Mountifield with Ratsey and Seahorse the next most popular.

Two new prizes were presented. Nick Houlding's 'Swingalong', No. 130 took the Stubley Trophy for the highest placed boat with sail number under 50% of registrations, and Lymington Town convincingly won the Offer Cup for the highest placed three-boat team with placings of 1st, 2nd and 6th. (Hornsea would have been next with 7th, and two at 18th).

Thanks are due to the sponsors and many dozens of people who gave of their time to run the championship. Race Officer Hugh Scott must have been as frustrated with the weather as anyone, whilst ashore. Alex Flett, on duty day and night, saw that all went smoothly.



*Waiting for the fog to clear, Race Officer Hugh Scott wears a worried frown.*




*Right:*
*Don Pipes close reaching, followed by Tony Clayton.*



*Richard Littlewood (Filey), Ray Jebbett (Mount's Bay) and Ed Thompson (Tay). A few minutes later Ray was on his way for a ducking, helped by the other two.*



*Neville Noye (left) and Stuart Crebo.*

# TOP TWENTY GEAR

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| 1 | 1085 | Mk 3 | McCutcheon | Wood | Proctor E | Ratsey | Ratsey | Ratsey |
| 2 | 1065 | Mk 3 | Westerley | G.R.P. | Proctor E | Ratsey | Ratsey | Ratsey |
| 3 | 804 | Mk 3* | Westerley | Wood | Proctor E | Mountifield | Seahorse | Banks |
| 4 | 1004 | Mk 3 | Westerley | Wood | Elvstrom | McNamara | McNamara | Banks |
| 5 | 919 | Mk 2 | Westerley | Wood | Needlespar | Mountifield | (Own make) | (Own make) |
| 6 | 894 | Mk 2 | Westerley | Wood | Proctor D | Miller/Whitworth | Mountifield | Seahorse |
| 7 | 938 | Mk 2 | Westerley | Wood | Proctor E | Ratsey | Ratsey | Ratsey |
| 8 | 900 | Mk 2 | Westerley | Wood | Proctor D | Seahorse | Seahorse | Seahorse |
| 9 | 922 | Mk 2 | Westerley | Wood | Proctor E | Musto | Musto | Musto |
| 10 | 937 | Mk 2 | Westerley | Wood | Proctor F | Ratsey | Seahorse | Seahorse |
| 11 | 1015 | Mk 3 | Westerley | G.R.P. | Proctor Beta | Seahorse | Seahorse | Mountifield |
| 12 | 946 | Mk 2 | Westerley | Wood | Elvstrom | Mountifield | Mountifield | Musto |
| 13 | 1082 | Mk 3 | Westerley | G.R.P. | Proctor E | Mountifield | Mountifield | Mountifield |
| 14 | 959 | Mk 3 | Westerley | Wood | Proctor E | Mountifield | Mountifield | Mountifield |
| 15 | 1008 | Mk 3 | Westerley | Wood | Proctor E | Seahorse | Seahorse | Seahorse |
| 16 | 1061 | Mk 3 | Westerley | G.R.P. | Proctor E | Mountifield | Mountifield | Mountifield |
| 17 | 1063 | Mk 3 | Westerley | G.R.P. | Proctor Beta | Mountifield | Mountifield | Mountifield |
| 18 | 1074 | Mk 3 | (Home built) | Wood | Elvstrom | Mountifield | Mountifield | Mountifield |
| 19 | 1016 | Mk 3 | Westerley | G.R.P. | Proctor Beta | Ace of Clubs | Ace of Clubs | Musto |
| 20 | 714 | Mk 2 | Westerley | Comp. | Proctor Beta | Mountifield | Musto | Mountifield |

* Converted Mark 2.

RESULTS RESULTS RESU
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## OVERALL RESULTS

| Boat No. | Helmsman | Club | Race 1 | 2 | 3 | 4 | Points after Discard | Overall Place |
|---|---|---|---|---|---|---|---|---|
| 1085 | T. Blachford | Lymington Town SC | 11 | 3/4 | 3 | 3 | 6.3/4 | 1 |
| 1065 | M. Corbin | Lymington Town SC | 7 | 3 | 9 | 4 | 14 | 2 |
| 804 | W. Gardiner | Morecambe & Hey YC | 9 | 6 | 47 | 3/4 | 15.3/4 | 3 |
| 1004 | F. Wilson | Sussex YC | 3/4 | 39 | 6 | 10 | 16.3/4 | 4 |
| 919 | A. Hawksworth | Chase SC | 22 | 15 | 3/4 | 9 | 24.3/4 | 5 |
| 894 | H. Carter | Lymington Town SC | 5 | 5 | 25 | 16 | 26 | 6 |
| 938 | A. Smith | Hornsea SC | 3 | 9 | 16 | 65 | 28 | 7 |
| 900 | G. Dean | North Devon YC | 2 | 17 | 21 | 12 | 31 | 8 |
| 922 | N. Noye | Mounts Bay SC | 16 | 8 | 8 | 24 | 32 | 9 |
| 937 | N. Eynon | Steel Co. of Wales SC | 8 | 19 | 17 | 15 | 40 | 10 |
| 1015 | A. Mackay | British Steel Co. SC | 19 | 12 | 44 | 11 | 42 | 11 |
| 946 | J. Fotheringham | Tees SC | 34 | 7 | 36 | 2 | 43 | 12 |
| 1082 | L. Fryer | Portishead YSC | 4 | 13 | 27 | 97 | 44 | 13 |
| 959 | M. Stringer | Tees SC | 10 | 14 | 22 | 38 | 46 | 14 |
| 1008 | G. Iddon | Morecambe & Hey YC | 66 | 16 | 4 | 27 | 47 | 15 |
| 1061 | M. Woolcock | Mounts Bay SC | 17 | 24 | 7 | 29 | 48 | 16 |
| 1063 | J. Kirchin | Sussex Motor YC | 12 | 33 | 52 | 6 | 51 | 17 |
| 1016 | Cock-a-Leekie | Hornsea SC | 40 | 30 | 14 | 13 | 57= | 18= |
| 1074 | T. Greaves | Hornsea SC | 41 | 48 | 11 | 5 | 57= | 18= |
| 714 | D. Philip | Royal Tay YC | 29 | 55 | 12 | 18 | 59 | 20 |
| 1060 | K. Robertson | Mounts Bay SC | 18 | 2 | 97 | 40 | 60 | 21 |
| 789 | A. Summers | Royal Tay YC | 30 | 29 | 2 | 37 | 61 | 22 |
| 1006 | C. Bonar | Royal Tay YC | 28 | 21 | 13 | 31 | 62 | 23 |
| 853 | R. Plowright | Filey SC | 14 | 10 | 43 | 58 | 67= | 24= |
| 1086 | F. Peacock | Morecambe & Hey YC | 27 | 51 | 5 | 35 | 67= | 24= |
| 963 | B. Littler | Sussex YC | 13 | 11 | 66 | 45 | 69 | 26 |
| 1001 | J. Torrance | Burnham SC | 20 | 20 | 37 | 30 | 70 | 27 |
| 1029 | J. Robinson | Tees SC | 33 | 68 | 19 | 19 | 71 | 28 |
| 130 | N. Houlding | Sussex YC | 6 | 46 | 56 | 23 | 75 | 29 |
| 888 | J. Curnow | Mounts Bay SC | 35 | 18 | 58 | 26 | 79 | 30= |
| 1019 | P. Beaumont | Filey SC | 15 | 23 | 38 | 47 | 76 | 30= |
| 665 | M. Lambert | Mengeham Ruthe SC | 59 | 4 | 31 | 50 | 85= | 32= |
| 854 | J. Clarke | Chase SC | 23 | 34 | 30 | 32 | 85= | 32= |
| 868 | K. Byers | Morecambe & Hey YC | 43 | 26 | 26 | 34 | 86 | 34 |
| 759 | B. Summers | Royal Tay YC | 31 | 96 | 49 | 8 | 88= | 35= |
| 1053 | T. Clayton | Tees SC | 45 | 45 | 29 | 14 | 88= | 35= |
| 943 | I. Roxburgh | Mounts Bay SC | 26 | 22 | 50 | 41 | 89 | 37 |
| 1044 | A. Wright | Tees SC | 57 | 28 | 48 | 22 | 98 | 38 |
| 1040 | M. Blanchard | Portishead YSC | 24 | 51 | 35 | 60 | 100 | 39 |
| 771 | C. Jarvis | Portishead YSC | 37 | 32 | 33 | 42 | 102 | 40 |
| 722 | M. Clack | Filey SC | 36 | 96 | 60 | 7 | 103= | 41= |
| 1083 | K. Carroll | Morecambe & Hey YC | 25 | 54 | 24 | 76 | 103= | 41= |
| 740 | S. Murdoch | Royal Tay YC | 39 | 31 | 34 | 62 | 104 | 43 |
| 1009 | V. May | Morecambe & Hey YC | 69 | 65 | 15 | 28 | 108 | 44 |
| 830 | R. Gale | North Devon YC | 49 | 35 | 80 | 25 | 109 | 45 |
| 869 | I. Mortimer | Filey SC | 21 | 96 | 69 | 21 | 111 | 46 |
| 1075 | P. Johnston | Mounts Bay SC | 44 | 27 | 42 | 61 | 113 | 47 |
| 1003 | R. Lorriman | Filey SC | 53 | 25 | 41 | 67 | 119 | 48 |
| 793 | O. Chess | British Steel Co. SC | 47 | 72 | 10 | 68 | 125 | 49 |
| 524 | J. Floyd | Dysart SC | 85 | 43 | 67 | 17 | 127 | 50 |
| 521 | D. Pipes | Chase SC | 54 | 42 | 28 | 97 | 134 | 51 |
| 1055 | N. Olivant | South Cerney SC | 74 | 106 | 20 | 48 | 142 | 52 |
| 1090 | M. Whiteman | Ogston SC | 48 | 56 | 53 | 43 | 144 | 53 |
| 749 | D. Dorward | Wormit BS | 65 | 96 | 23 | 57 | 145 | 54 |
| 700 | M. Mooney | Hornsea SC | 68 | 37 | 45 | 64 | 146 | 55 |
| 790 | B. Scurr | Dorman Long MC | 67 | 36 | 57 | 52 | 147 | 56 |
| 870 | W. Oliver | Ogston SC | 42 | 106 | 18 | 89 | 149 | 57 |
| 1068 | C. Paxton | Filey SC | 60 | 60 | 39 | 51 | 150 | 58 |
| 723 | B. Pickthorn | Southwold SC | 58 | 49 | 83 | 44 | 151= | 59= |
| 466 | C. Gillow | Morecambe & Hey YC | 32 | 70 | 82 | 49 | 151= | 59= |
| 1070 | J. Scurr | Dorman Long MC | 55 | 59 | 107 | 39 | 153 | 61 |
| 1032 | J. Blewett | Mumbles | 62 | 53 | 40 | 86 | 155 | 62 |
| 834 | J. Haddock | Filey SC | 46 | 40 | 74 | 97 | 160 | 63 |
| 1022 | M. Walter | Ogston SC | 52 | 47 | 62 | 85 | 161 | 64 |
| 735 | F. Powell | Sussex Motor YC | 77 | 57 | 54 | 55 | 166 | 65 |
| 663 | N. Winddup | Morecambe & Hey YC | 75 | 75 | 46 | 53 | 174 | 66 |
| 1023 | B. Rowbotham | Tees SC | 84 | 38 | 61 | 79 | 178 | 67 |
| 198 | C. Stacey | Mumbles YC | 72 | 64 | 90 | 46 | 182= | 68= |
| 898 | R. Arnold | Mumbles YC | 51 | 52 | 79 | 88 | 182= | 68= |
| 939 | J. Dunderdale | Ogston SC | 63 | 79 | 63 | 56 | 182= | 68= |
| 1043 | K. Macdonald | Tees SC | 95 | 63 | 57 | 66 | 186 | 71 |
| 743 | M. Anderson | Hornsea SC | 71 | 44 | 72 | 97 | 187= | 72= |
| 1007 | J. Rayner | Filey SC | 79 | 50 | 64 | 73 | 187= | 72= |
| 1031 | K. Toole | Morecambe & Hey YC | 56 | 96 | 51 | 80 | 187= | 72= |
| 725 | L. Murray | Bay of Colwyn SC | 61 | 73 | 55 | 82 | 189 | 75 |
| 18 | D, Moss | Clyde Canoe Club | 82 | 96 | 89 | 20 | 191= | 76= |
| 800 | G. Flint | Ogston SC | 98 | 96 | 32 | 63 | 191= | 76= |
| 694 | A. McKay | Dysart SC | 91 | 76 | 81 | 36 | 193= | 78= |
| 905 | F. Lambert | Filey SC | 83 | 66 | 68 | 59 | 193= | 78= |
| 924 | G. Weekes | Hornsea SC | 54 | 74 | 70 | 84 | 198 | 80 |
| 436 | D. Macrae | Lymington Town SC | 70 | 58 | 107 | 74 | 202 | 81 |
| 642 | I. Steven | Royal Tay YC | 78 | 71 | 87 | 54 | 203 | 82 |
| 750 | J. Gellatly | Royal Tay YC | 73 | 62 | 84 | 69 | 204 | 83 |
| 736 | Wave Treader | Stewartby WSC | 89 | 61 | 77 | 71 | 209 | 84 |
| 175 | H. Bowen | Sussex YC | 98 | 98 | 86 | 33 | 217= | 85= |
| 488 | J. Geddes | Royal Tay YC | 80 | 96 | 65 | 72 | 217= | 85= |
| 906 | C. Richards | Chase SC | 38 | 96 | 107 | 83 | 217= | 85= |
| 768 | G. Lane | Sussex Motor YC | 87 | 67 | 91 | 75 | 229 | 88 |
| 458 | R. Mant | Stewartby WSC | 88 | 80 | 73 | 77 | 230= | 89= |
| 1025 | P, Sumner | Morecambe & Hey YC | 76 | 96 | 76 | 78 | 230= | 89= |
| 647 | H. Scarborough | North Devon YC | 90 | 96 | 71 | 70 | 231 | 91 |
| 933 | D. Mitchell | Buchan YC | 92 | 77 | 75 | 90 | 242 | 92 |
| 731 | J. Boyd | North Devon YC | 86 | 96 | 78 | 87 | 251 | 93 |
| 322 | I. Madeley | Ogston SC | 93 | 78 | 85 | 97 | 256 | 95 |
| 832 | G. Cooper | Mumbles YC | 81 | 69 | 107 | 107 | 257 | 96 |
| 803 | J. Beaty | Morecambe & Hey YC | 95 | 96 | 88 | 81 | 264 | 97 |
| 1080 | D. Shipley | Sutton in Ashfield SC | 98 | 98 | 98 | 98 | 294 | 98 |

# PETER AGNEW'S PAGE

**CLASS ASSOCIATION MEMBERSHIP FEES**

Members are reminded that these are due on January 1st, and should be sent to the Secretary together with the Membership Form enclosed with this NEWSLETTER as soon as possible.

Prompt payment will ensure that all of your subscription is used for more constructive purposes than sending out subscription reminders. Thank you.

Your Committee, Treasurer and Secretary are all doing their utmost to contain ever rising prices and keep subscription rates at their present level as long as possible.

**MEMBERSHIP CARDS**

I propose as a start doing away with Membership Cards and immediate acknowledgement of subscriptions received. This should save about £55 in a full year.

You will, therefore, receive a subscription reminder and form in the December Newsletter asking for payment on Jan. 1st.

No acknowledgement of subscriptions received will be made until the Class Yearbook is issued in March. Those who have paid by then will get their Yearbook in which there will be a printed Membership Card and Receipt. This can be detached from the book if any Member should require it for any Club purpose.

Members who do not get their Yearbook in March will still get the April Newsletter, with a further reminder regarding their subscriptions.

I expect to make some mistakes and I hope Members will bear with me. If you do not receive a Yearbook and have paid your sub. please castigate me.

**WEIGHT JACKETS**

Association Members are reminded that weight jackets are NOT permitted under Class Rules.

**MORE THAN ONE TRAPEZE**

Several members have asked if they can use more than one Trapeze on an Osprey – presumably then Helmsman trapezing as well as the Crewman.

Under Class Rules, only one Trapeze may be used on the Osprey.

**BOATS WITHOUT FORESTAYS**

Cases have been reported of masts being broken on Ospreys not fitted with forestays when the job halliard has broken. The masts apparently broke at deck level because they were too well supported at this point.

> Members are reminded that the Rule states - 16 (7) - "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 horisontal plane at approximately deck level."

For those fearing this sort of damage, there is absolutely nothing to prevent this support at deck level being provided by shock cord even. The purpose is merely to prevent the mast coming down very suddenly.

**ACKNOWLEDGEMENT**

The Class Association is grateful to WEMLOR MARINE of 273 Manchester Road, Hollinwood, Oldham, Lancs, for the supply of a Wet Suit for the Class Raffle, free of charge.

It is hoped that Members will remember this Firm when ordering Wet Suits.

PETER AGNEW


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*Mount's Bay – the scene in 1970.*

# 1976 National Championship

**MOUNT'S BAY, WEST CORNWALL**
**JULY 24th to 30th**
**PRELIMINARY NOTICE**

Mount's Bay Sailing Club invites you to take part in the 1976 Osprey NATIONAL CHAMPIONSHIP to be held in Mount's Bay, West Cornwall.

The Club is situated at Marazion, near Penzance, facing St. Michael's Mount. The beaches in front of the Clubhouse are ideal for children, and it is hoped that most Competitors will bring their families with them and enjoy a real Cornish holiday as well as a week's hard sailing.

The Class Committee has asked for a change in the timetable this year – a Practice Race on the Saturday afternoon (24th July) and the first Series Race the following day (Sunday). Thursday, 29th July is to be a free day, unless there has been a postponed race which has still to be sailed. It was felt that a free day would give Competitors and their families a chance of seeing the area together. A visit to the Castle on St. Michael's Mount has also been arranged for that day.

ACCOMMODATION: Those likely to be coming should book their accommodation in January if possible. If you wish to have the latest Guide to Accommodation, please write to the Club Secretary, Malcolm Woolcock, at "Acacia", Fore Street, Marazion, Cornwall. Tel. Marazion 710393.

FULL DETAILS AND ENTRY FORMS will reach you with the April Newsletter. But if you have any queries at this stage, Malcolm Woolcock will be pleased to have them.

THE SAILING WATER

Mount's Bay is a very large Bay with exceptionally good sailing waters. All the races will take place well off shore in clear winds. The currents up and down the coast are very slight.

The Officers and Members of Mount's Bay S.C. hope you will be able to come. Some 117 Osprey entered the event last time it was held at Mount's Bay.

CUT

**APPLICATION FORM FOR ENTRY CERTIFICATE INTO MOUNT'S BAY, CORNWALL.**

1. Have you Certificates for Vaccination against:–
   a. Small Pox
   b. V.D.
   c. Cholera
   d. Typhoid
   e. Cornish Pasties
2. Are you prepared to have your boat Decontaminated before re-entering Great Britain?
3. Do you understand the Cornish language?
4. Will the Windward Mark up or down wind (if in doubt see Vermin).
5. Are your women on the PILL?
6. Do you have Westerley Boats?
7. Have you a Curno complex?
8. Do you believe in Free Love?
9. Are you prepared to sink St. Austell Sludge.

When completed please return to the ENGLISH OSPREY ASSOCIATION. ENTRY PERMITS WILL THEN BE FORWARDED.

TO: Malcolm Woolcock
"Acacia",
Fore Street,
MARAZION,
Cornwall.

PLEASE SEND ME DETAILS OF ACCOMMODATION AVAILABLE IN THE MARAZION, PENZANCE AREA.

NAME _____

ADDRESS _____

# club news

**Filey S.C.**

The last season saw the two Richards – Plowright and Littlewood, sweep virtually all before them to win the three points' series trophies in 853 'Pastyoureyes'. Main contenders for the next places were Ron Lorriman in 1003, Jim Haddock in 834 and Malcolm Clack in 722. Ray Drayton started the season well by winning the Beer Barrel Trophy in his ageing 154. However, rumour has it that faithful 'Shufflebum' will be replaced with a boat bearing the highest, not the lowest, sail number in the fleet.

Club members supported all the key local and national events with only a modicum of success and the fleet prefers to forget about the Carnoustie results – **John Littlewood.**

**Hornsea S.C.**

Races this year have been dominated by 'Drongo' (ex Infidel) sailed by Alan Smith. A complete set of operating instructions were supplied with the boat when purchased from Tony Blachford and these have enabled Tony to retain the tuning.

Fleet strength is 15 with 8 – 10 turning out regularly. Hornsea members have travelled to 10 Open meetings this season with some fine results.

The rumour that Hornsea Mere has turned into a Sargasso Sea last Summer was not really true – at least 4 feet of clear water was maintained throughout the season. This rumour may have accounted for the total absence of any visitors to the September Regatta. However, next years Regatta has been fixed for early June when there is no weed, so some more support please.

Terry Greaves, who has previously built two wooden boats is again building this winter, with two new Mk 3s scheduled for April. Terry will sail one, Matt Anderson the other. – **John Chaney.**

**Poole Y.C.**

The Osprey continues to gain recognition and for the first time boats are competing in the winter series. Next year we are promised separate class starts, a class start in the regatta and a possibility of a separate open meeting. (See letters) – **Jeffrey Wear.**

**Mount's Bay S.C.**

Once with the largest fleet in the world, Mount's Bay now only has some 18 Osprey in the pen. Needless to say – and modestly as usual – what we lack in numbers we make up in sheer quality.

The club has had a good year. lacking only a run of South-Westerley winds; these produce big seas, steady winds and wonderful Osprey weather.

With the close of the season (late October), came the annual share-out of prizes. Ian Roxburgh wrested from James Curnow the prized Carmodie Bowl (it took 6 bottles of champagne to fill) together with a goodly share of the series trophies. James Curnow retained a fair share and Phil Johnston captured the Submariner's Cup with some seven capsizes.

With the '76 Nationals on their way work has commenced extending the changing rooms. This has provided plenty of hard work, both on the site and in the bar. – **Peter Agnew.**

**North Devon Y.C.**

The fleet remains at 19 boats, about half turning out regularly. Howard Scarborough has sold 647 and we hope for a new Mk 3. No. 589 has recently arrived from Filey and we hope to poach at least two new helms from other classes in the club.

With Mount's Bay a mere 100 miles away a strong contingent is certain including, we hope, Captain Jimmy Johnson if he can be dragged from his summer sailing school. – **Geoff Dean.**

**British Steel Corporation S.C.**

Osprey fleet is currently 17 strong under Graham Boylan (Fleet Captain) and efforts are being made to train new crews and helms. In conjunction with the Sports Council an Olympic Instructor will be running an advanced course in December.

Over 70 boats are competing in the winter series each Sunday with Osprey's wheel to the fore.

B.S.C.S.C. is the Welsh club mentioned in the last issue of R.Y.A. News referring to disabled children sailing, the photo showing club member and boat. – **Ed. Lewis.**

**Royal Tay Y.C.**

The local fleet are understandably resting after a hectic two years. Doug Philip has bought a cruiser hull and started fitting out – we expect him to remain with the class for a few more years yet until the work is finished! Alistair Summers (boat 789) now works in Inverness and we expect he will be racing in the Moray Firth. – **Ian Steven.**

**Wormit B.C.**

The 5 Osprey continue to hold a steady but low profile in a club scene dominated by a menagerie of handicap dinghies.

The fate of 827 remains undecided, for she was due to be converted to Mk3 along with 488. It was only when work was well under way that fundamental innaccuracies in her construction (and therefore certificate) became apparent.

On the racing scene 'Helmsman of the Year' award went to Stewart Murdock and the Osprey class, a trophy awarded for the best results of a club boat on the open meeting circuit.

The two-day club regatta had mixed weather, little wind on Saturday, just right on Sunday. Results were: 1st. 714 'Impala' Doug Philip, Royal Tay. 2nd. 1006 'Wildbeeste' Chris Bonar, Royal Tay. 3rd. 740 'Mercury' Stewart Murdock, Wormit. – **Stewart Murdock.**

**Clyde Canoe Club**

The club regatta over weekend 23/24 August saw some fine racing. The Ospreys started 3 minutes after the 5–0–5s and it was quite an ego trip for the leading Ospreys to pass the 5–0–5 tail-enders and hold their own with the leaders. Results:
1st. 740 'Mercury' Stewart Murdoch, Wormit. 2nd. 524 'Pheasant Plucker' John Floyd, Dysart. 3rd. 18 'Artful Dodger' David Moss, C.C.C.

**Stewart Murdoch**

**Mumbles Y.C.**

Five Ospreys competed for the Gordon Cooper Challenge Cup on Boxing Day. The weather was unseasonably mild with a calm sea and light breeze.

Results: 1st. 550 'Tipsy Too' Austin Leend, Mumbles Y.C. 2nd. 1032 'Big Spender' John Blewett, Mumbles Y.C. 3rd. 744 'Shoestring' Chris Wright, Mumbles Y.C.

Chris Wright is the new fleet Captain at Mumbles.

**Chris Wright**

**Morecambe & Heysham Y.C.**

Wally Gardiner has sold 'Ogo-pogo' and is busy working on the replacement craft at Gerald Iddon's Ranch out west on the road to Southport. Ken Toole has sold 1031 within the club and starts 1976 with a new Osprey. The Byers team are renovating and so is Phil Sumner with 1925, who is to start the new season crewed by Nick Ridden from the Catermarans. Vernon May has stopped singing and now owns 'The Shape Of Things To Come', purchased from Malcolm Stringer. Could there be a message in this – **Vernon May.**

**Stewartby W.S.C.**

The Stewartby Water Sport Club is situated some five miles from the M1 near to Bedford. About half the 250 acres is normally available for sailing.

The Osprey fleet has grown rapidly to 14 boats with eight racing regularly. Newcomers are Roger and Pam Hartley in 881, recently arrived from sailing Ospreys in Singapore. Peter Dovey's old boat, 145, is now in Holland and he has been the man to beat in newly acquired 903.

Facilities are gradually being completed. The clubhouse superstructure is finished, just the inside to fit out including the all important bar.

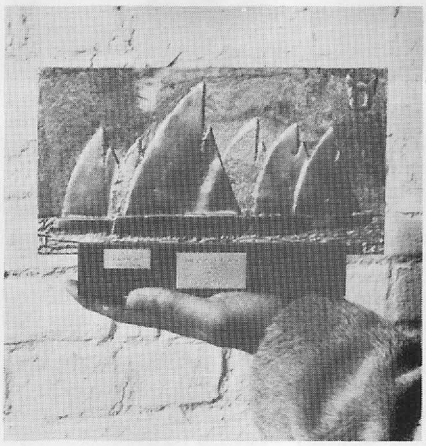


# NEWS FROM ABROAD

## OSPREYS in HOLLAND



*Stewartby contingent at Carnoustie, 'J' Ward reclining, with Arthur Oakes, Chris Schuker and Roger Mant behind.*



*The Stewartby Osprey Trophy presented by Brian Barnard. The trophy was designed and made by a local silversmith in cast aluminium.*

1976 will see the second year for the Osprey in Holland. During 1975 a great deal was done, not only to establish the Class but also the contact between us.

Hans van Riemsdijk is the main character heading the Osprey Class and it is through his initiative in buying boats and reselling them to interested supporters that the Class has developed so quickly. So far there are ten boats in Holland with a further two boats ready for export.

The main centre where most of the boats are kept is a small village called Scharendijke,

situated at the seaward end of a stretch of water called Grevelingen, some five miles long' by two miles wide. The Grevelingen was originally an estuary which has been shut off at its mouth by means of a dyke, forming a hugh land-locked lake with no current or tides. Because of the proximity to the sea (½ mile away) and the surrounding flat country, there are always good winds and on the two occasions I have sailed there, the winds were very fresh, whipping up a swell of around three to four feet.

We will be needing more second-hand boats both in GRP and wood construction and I would be pleased to hear from anyone who wishes to sell an Osprey.

We hope that we can organize a trip for the British Osprey helmsmen and their crews to visit Scharendijke, either to take their own boats or to use the boats already there. I would be pleased to hear from any interested parties and I can assure you that the Osprey hospitality is every bit as good in Holland as this country. Contact: Tony Hodges, Westerlies, The Crest, Goffs Oak, Herts.

**Hans van Riemsdijk writes:—**

There are now 12 Ospreys in Holland the latest arrival being 1108 from J. L. Gmach.

There have been a few Osprey competitions this last year, the main one over the weekend 2nd/3rd August.

Results: 1st. 689 Taniwha - D. Hupsher. 2nd. 625 Oniana - Hans van Riemsdijk. 3rd. 755 Look - R. Lantzen.

Next season an open meeting is planned at the Grevelingen from 17th to 19th April when it is hoped that Osprey sailors from Creeksea (and other English clubs) will be coming.

**167 Ghyseland, Rhoon, Holland.**

## ARABIAN GULF

**Major D. J. Henning writes to Peter Agnew:—**

The club has recently purchased 1057 from Westerley Boats and have named her 'Maktoum' after the ruling family of Dubai. With a lot of help from Alistair Mackay, she has been rigged and awaits competition from all comers.

We also own and sail 143 and were delighted to learn her name which had previously been lost in the annals of class history. No 591 used to be based here but was destroyed by fire some four years ago.

We hope to send photos of 1057 and 143 in action — certainly an Arabian Gulf 'first and last.'

**Water Sports, Union Defence Force, P.O. Box 318, Shargan Wae, Arabian Gulf.**

# John Simpson

It has been a sad ending to the sailing season at Morecambe with the death of John Simpson, age 33, partner to Eric Smith, both in business, and as owners of Osprey 1024, "Have Another Go."

I think that we all know John was a sick man, but complaints from him were unknown, and now that he is no longer with us, we can but praise him for his fortitude.

The partners were affectionately known as "Bill & Ben", and it is hard to believe that this partnership, which was responsible for the adoption of the Osprey Class at Morecambe, has been broken so tragically

**— Vernon May.**

# SCOTTISH & NORTHERN

It is with great sorrow that I have to report from the Scottish & Northern Area, the death of John Simpson, partner to Eric Smith in ownership of Osprey 1024 "Have Another Go."

I think that in view of the tremendous increase in the cost of sailing, travel and accommodation, it is quite remarkable that meetings have been so well supported. I am conscious that club officials have progressed with administration with 'Butterflies' down below, in case support should be non existent. Let me express every race management's feelings by saying "Well Done."

In the same trend I should like to say 'Well done' to Royal Tay, who, after balancing up after the Nationals, as they promised, have carried their accounts forward from the Scottish & Northerns 1974 and presented your committee with the magnificent sum of £52.84.

Your area committee is now well founded, and if I may say so once again, well established, and I believe that these are the circumstances under which I should like to fulfil my intention to hand over the office of chairman at our next area championships at Tees Sailing Club.

No organisation will thrive unless there is a nucleus of enthusiasm, usually in the form of at least one fanatic.

If we cannot aspire to a fanatic, I am sure that somewhere there is one individual sufficiently dedicated to promoting the Osprey Class. He does not have to be a contender for the class champion.

For the benefit of those who were not at Filey, Allan Smith of Hornsea Sailing Club is our new Scottish & Northern Committee secretary; succeeding John Rayner. The New Year is with us and so I will wish all our members the Compliments of the Season, and look forward to our first Open Meeting of 1976. – **Vernon May.**


**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. .... 425.00

Plus VAT @ 25% .... 106.25

£531.25

Proctor mast, boom and spinnaker poles will be supplied at a 10% discount if ordered with the bare hull.

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


# Odd Jottings

**The third of an occasional series in which North Devon helm Geoff Dean airs his views on some of the finer points of Osprey sailing.**

Now that we are in the midst of fitting out, it might be as well to consider the reasons for doing certain things that we have always taken for granted and show how and why our performance is affected. Take, for instance, the under water portion of the hull, the centre board and the rudder. Most of us realise that these surfaces have to be smooth but how many of us realise why.

The smooth surface reduces drag by encouraging laminer flow which occurs when all the water particles immediately next to the hull move smoothly in a uniform direction over the surface. The alternative is turbulent flow which is caused by either a rough surface or violent movement – e.g. going through waves.

Obviously laminer flow is to be encouraged and the hull and under water equipment kept as smooth as possible. In light weather the crew must keep still. As the wind gets stronger and the sea rougher the problem is not so critical.

To illustrate the point we consider the use of model testing when designing a ship, invariably a model is made at design stage and run in a test tank. Information gathered is then used to calculate the full sizes ship resistance. In early days, test results seemed to be much better than those achieved in practice and investigations were carried out to try to explain the difference.

Attention was turned to the model and it was discovered that a smooth wax model encouraged laminer flow whereas the relatively rough surface of a ship e.g. rivet heads, overlaps, etc. created turbulent flow. For practical reasons the ship could not be made any smoother and so the models were designed to create turbulent flow. This was done by fixing a row of studs or putting fine wire round the bow of the model. This way both theory and practice corresponded – a point to ponder next time you drop the spinnaker down the front of the boat.

I was rather surprised when my jib and halyard parted towards the end of last season. 3.5mm galvanised wire had been used, new that season, and it had snapped without warning at the halyard sheath. The boat was on a hard beat when the incident occurred. The deck level restraint – called for in the rules – and in my case light line, snapped and the boom end fell suddenly back on to the stern deck, fortunately without damage. We bent the spinnaker halyard on to the main jib and sailed home.

Had the mast been strongly restrained at deck level it would only have snapped. Moral – use a deck restraint strong enough to stop the mast falling over in the dinghy park, but weak enough to snap before the mast does.

P.S. When the boom hits the stern deck or side deck at the case may be, the mast cannot fall back further because of the combined effect of the boom and kicker although prompt action is called for in pushing the mast back into the gate.

(See Peter Agnew's Page for further comments on this subject).

# SOME CONFESSIONS

*by Liz Mackay*

Write about your crewing experiences, suggested the Editor – he did not stipulate on or off the water so here goes.

The Osprey "bug" caught me just over seven seasons ago, a fatal disease I may add, when my brother (not my husband as some have imagined) decided I had grown upwards and outwards enough to at least be of some use.

In our early days, the team in 'D'Arcy' gained a reputation for mad antics – sailing at Marazion in conditions not even Sir Curnow ventured out in. Alas, the laugh was on me for that day the trapeze wire broke way out at sea.

As the years went by, each of the championships seemed to have some significant event.

1969 – Saundersfoot – my first experience of turning turtle and an introduction to Mounts Bay, the strongest contingent from South West.

1970 – Mounts Bay – how many of you have been first at the windward and in the eighties round the next bouy. Black Tuesday we called it.

1971 – Filey – a great week where Lord Clark in The Flying Machine, having only just got off the runway, lost his joy stick due to Darcy's razor edge starboard bow.

1972 – Plymouth – provide every type of headache for a crew, even calling starboard on a submarine – no way!

1973 – Mumbles – something of an epic sail and social-wise a very exciting week – everyone must have taken home at least a small momento from the Swansea bay itself.

1974 – Minnis Bay – a slumberland – nay dreamland Margate and a new boat for us – Taste of Honey. A parting memory of the prize-giving was avoiding a park bench positioned on top of a car being driven by a reputable member of our fleet away from "Z Cars".

1975 – The flock flew North across the border to where the sun beat down and the wind failed to blow. My better half (I have to say that because he is bigger than me) came flying in from the Persian Gulf for our first race of the year.

The hardest task this year has been trying to emulate the cool, calm efficient grey haired blue blazer atmosphere which our Secretary has built up over the years. Perhaps a significant comment made by the Champion himself shows the changing times "No Liz, you've changed, you are no longer one of the boys, you are a lady!"

Just a few comments – not too many as it might give something away.

A last note to fellow brothers and sisters – the winter is drawing in and section I of "be kind to crews" in our constitution states "it's time to leave the helms and get on with it . . .?" so I'm off to file my nails while there's something worth filing.

# letters

**QUEEN MARY SAILING CLUB**

It may be of interest to your association's members that Queen Mary Sailing Club has recently extended its list of boats allowed to sail at the Club.

In addition to its currently recognised classes, the Club is now able to accept automatically dinghies with Primary Portsmouth Yardsticks and dinghies with secondary or provisional Yardsticks with Council approval.

Initially, boats from classes other than those currently recognised will race in a "menagerie fleet" until such time as any class grows enough to warrant its own start.

It may be that several of your members may wish to avail themselves of this new opportunity to sail on "London's Inland Sea" and perhaps you would care to bring it to their attention by way of your association newsletter.

**David West. Queen Mary S.C.**

**POOLE Y.C.**

The possibility of an Open Meeting raised a tricky issue. For this year's Regatta – where we had a separate Osprey Class – personal invitations were sent to some 40 clubs and individuals, yet no outside entry was received. As a result, I now need some sort of assurance that an Open Meeting would bring a reasonable entry. Can I ask that those who believe that they would probably enter such a meeting make the fact known somehow, and could you and/or Peter Agnew pass on to me some sort of concensus. Without it, I am not sure that the Sailing Committee will be prepared to commit our Club organisation – which is good and comprehensive; we host several major open meetings each year. The last Osprey Meeting I arranged in the Harbour (from Lilliput Sailing Club in the late 60's) attracted 40 entries.

**Jeffrey Wear. Poole Y.C.**

# OPEN MEETINGS

## Chalmers-Park Filey 6th/7th Sept

Royal Tay helmsman – Brian Summers – once again wrested the coverted Chalmers Park Trophy from Yorkshire soil for the second time in two years. Sailing a superb series of races in traditionally difficult Chalmers Park weather, his 1st, 2nd and 3rd in races 1, 2 and 3 gave him the trophy by Sunday lunchtime and a race to go. The high placing in the second race was particularly valuable. The wind had died to zero after the initial windward and reaching legs leaving most of the 36 boat entry virtually motionless as dusk arrived and the ebb tides slowly took the fleet towards the bell bouy and beyond. A handful were lucky. Gordon Weeks (924) Summers and John Littlewood (892) just managed to creep home with two others before guns heralded the time limit and sent rescue craft seaward with towing ropes. Those still on the water gained some consolation to learn that a local club rule gave them points for their efforts whilst those who had given up hope and retired received 37 points.

The first race enjoyed a Force 2 Westerly for the triangle, loop and final beat course. A few boats were a little eager to start and Tony Wright's viscious luff against Tony Clayton and Richard Plowright to windward, successfully forced these two over the line but what he did not realise was that he was also over himself. He sailed a fine race to come first and face disqualification. Plowright and Clayton returned over the line to end up with positions in the teens, results which badly jeopordised their final placing. Brian Summers became winner by default with Ken Carrol, who lead for the first two legs, second to be followed by Filey's Malcolm Clack, who gained six valuable places with a smart last minute tack.

The wind swung, as predicted, during the night to become a Force 3/4 Easterly, whipping up a big sea in a matter of hours. The fleet sped out to sea, Summers leading closely followed by Alan Smith and Plowright. Huge waves obscured the wing mark for a time and this leading trio were well abreast before the buoy was sighted, all three making a rapid gybe and reach up to the buoy just ahead of the pack behind. Plowright worked hard and ended up with a fine lead. Just to prove the point that he had found form, he lead throughout the final race, the wind slightly moderating. However, a fair amount of in-fighting was going on behind, particularly Alan Smith and Ivan Mortimer.

The entry of 36 boats was particularly good, bearing in mind that only 3 months previous the Scottish and Northern Cahmpionship had been held with a near record of 42 boats. Credit must go to local clubs, particularly Hornsea, for providing such good support and to Race Officer, Les Banks, stalwart of the Filey Fireball fleet, for his fine courses.

# Bala '75

## Mark Peek reports on the Welsh and Midland Championship

The 1975 Welsh & Midland Area Osprey Championship was held over the weekend 13th/14th September at Bala Sailing Club on their picturesque Lake in Central Wales. The weather offered a variety of different sailing conditions.

The first race for the Steel Company of Wales Trophy presented the crew of each boat with extremely frustrating conditions. Half way up the first beat the light and fluky wind swung through 180° resulting in a run to the first mark. Positions changed frequently, some helmsmen finding themselves in the lead–a few minutes later could be near the end of the fleet. The wind then settled in a northerly direction, but was still, to say the least, rather than fitful. The eventual winner was 939, Jim Dunderdale and Simon Briddon.

| | | | |
|---|---|---|---|
| 1st | 939 | Jim Dunderdale | Ogston S.C. |
| 2nd | 938 | Alan Smith | Hornsea S.C. |
| 3rd | 900 | Geoff Dean | North Devon Y.C. |
| 4th | 937 | Nat Eynon | British Steel Company S.C. |
| 5th | 1024 | E. Smith | Morecambe & Heysham Y.C. |
| 6th | 902 | Tony Powell | British Steel Company S.C. |

In the second race for the Williams Trophy, conditions has stabilised considerably. Although gusts coming down from the hills made sailing conditions tricky, the wind shifts were of less magnitude than in the first race. The early leader was Vic Hurrell in 570, but wind shifts on the beat first put Alan Smith into a commanding lead, then 1085 Tony Blachford and Brent Strickland got into top gear and gradually whittled away the lead and just took the final gun, followed by Smith and Nat Eynon.

| | | | |
|---|---|---|---|
| 1st | 1085 | Tony Blachford | Lymington S.C. |
| 2nd | 938 | Alan Smith | Hornsea S.C. |
| 3rd | 937 | Nat Eynon | British Steel Company S.C. |
| 4th | 919 | Alfie Hawksworth | Chase S.C. |
| 5th | 1008 | Gerald Iddon | Morecambe & Heysham Y.C. |
| 6th | 570 | Vic Hurrell | British Steel Company S.C. |

There was yet further improvement in sailing conditions for the two races held on Sunday, The first race for the Mumbles Bowl was sailed under fresher wind conditions, but still with vicious squalls coming down from the Welsh Mountains. There was some very exciting sailing with a fast Spinnaker reach up the lake. Windward boats near to the western shore were the first to receive the unannounced capsizing squalls. Boats to leeward and near to the eastern shore were able to capitalise by being forewarned. Alfie Hawkesworth led throughout the race, and at one stage very convincingly, although in the closing stages Blachford was in close contention. The third boat home was 1065, Mike Corbin and Tony Pritchard.

| | | | |
|---|---|---|---|
| 1st | 919 | Alfie Hawksworth | Chase S.C. |
| 2nd | 1085 | Tony Blachford | Lymington S.C. |
| 3rd | 1065 | Mike Corbin | Lymington S.C. |
| 4th | 900 | Geoff Dean | North Devon Y.C. |
| 5th | 937 | Nat Eynon | British Steel Company S.C. |
| 6th | 853 | Richard Plowright | Filey S.C. |

After a short lunchbreak the fourth and final race of the series was sailed in rather gentler conditions. The early leader was Nat Eynon until he capsized just before the leeward mark, allowing Blachford to take the lead. Geoff Dean then managed to edge ahead making good use of the 30° wind shifts. Taking advantage by hugging the leeward shore on the long spinnaker reach down the lake, Corbin gained a dozen or more places, leaving those to windward as before to fight off the gusts. The position changed yet again leaving Blachford to take the final gun for the Penmaenmawr Challenge Trophy, followed by Dean and Corbin.

| | | | |
|---|---|---|---|
| 1st | 1085 | Tony Blachford | Lymington S.C. |
| 2nd | 900 | Geoff Dean | North Devon Y.C. |
| 3rd | 1065 | Mike Corbin | Lymington S.C. |
| 4th | 1051 | D. Andrews | British Steel Company S.C. |
| 5th | 937 | Nat Eynon | British Steel Company S.C. |
| 6th | 853 | Richard Plowright | Filey S.C. |

Bala Sailing Club organised a very enjoyable weekend's sailing with good start lines and interesting courses. It was interesting to note that of the 36 boats, 18 were Mark III, some of which were conversions from the old Mark II design.

Final Results:

| | | | |
|---|---|---|---|
| 1st | 1085 | Tony Blachford | Lymington Town S.C. |
| 2nd | 900 | Geoff Dean | N. Devon Y.C. |
| 3rd | 937 | Nat Eynon | British Steel Company S.C. |
| 4th | 919 | Alf Hawkesworth | Chase S.C. |
| 5th | 1065 | Mike Corbin | Lyminton Town S.C. |
| 6th | 902 | Tony Powell | British Steel Company S.C. |

# Burnham Week

Burnham week 1975 must go down as the best to date with 19 Ospreys from four clubs, Stewartby, Creeksea, Sussex & Burnham – forming the Osprey Class in the dinghy section.

Eight races were sailed from Saturday to Saturday inclusive.

The first day's race, 12 miles long, had everybody guessing with fantastic wind shifts capsizing boats even on the beat. Without exception capsizing was the order of the day, everyone having at least one ducking.

Sunday was an ideal day with a Force 2/3 on an 11½ mile course.

Monday saw the same course as the day before but with very little wind. At one time every Osprey, together with 70 or 80 keel boats must have been within spitting distance of the last mark. A slight puff gave the leaders the impetus they needed but the remainder of the fleet had to wait nearly 30 minutes before finally rounding the mark and heading for the finish.

Tuesday was a roasting day with only sea breezes to help over the 12 mile course. However, this proved to be a most interesting day's racing with a reaching start and after the first three miles the whole fleet was still very close.

The next day was yet another scorcher. Arrangements were made with the Race Officer for a short 7 mile leg for the Ospreys so that a water polo match at a local pool could be staged with Creeksea taking on the visitors. All the families joined in, the day finished with the water level of the pool down at least 6", a massive defeat for Creeksea and a splendid barbecue laid on by the ladies.

Thursday's 10½ mile race continued in the hot weather – shorts and tee shirts being the order of the day in a pleasant Force 2/3 breeze. The first 3 miles of this race consisted of short tacking to keep out of the tide.

Friday saw many fragile people wandering round the dinghy park claiming that the beer consumed on the previous night's buffet had been "off". There were several emergencies with crews rushing ashore at the 10 minute gun but the fleet got away, several members making enforced stops en route.

Everyone voted the week a great success with the families either camping or caravanning together in the park. Even the Rt. Hon. gentleman remarked on the amount of dinghies racing.

**– Les Shaw.**

Final Result:

| | | | |
|---|---|---|---|
| 1st | 1001 | John Torrence | Burnham S.C. |
| 2nd | 565 | Bill Letten | Creeksea S.C. |
| 3rd | 809 | Robert Shaw | Creeksea S.C. |
| 4th | 175 | Richard Bowen | Sussex Y.C. |

# Lymington Town

The annual 'Jack in the Basket' Trophy over the weekend 11/12 October attracted 42 entries from all over the country.

The first race was started from the committee boat moored in the Solent. Conditions were exciting, the force 5 N.E. gusting to 6 at times, causing several capsizes before the start and plenty during the race, particularly on the long downward legs. Tony Blachford soon stamped his authority on the fleet leading from Mike Corbin and Nat Eynon.

Sunday morning again brought the cold N.E. wind though not quite so strong, but still enough to create the notorious Solent chop when blowing against the ebb tide. Blachford and Corbin again led the fleet home, though this time the margin between them was only 8 seconds.

The third race started shortly afterwards with a considerably reduced entry of only 19 boats, the remainder prefering the warmth of the clubhouse to the strengthening wind and waves. Blachford completed the hat trick, Corbin retired with a bent mast and torn spinnaker, to leave the way clear for Hawkesworth with Frank Wilson in 1004 'Think Tank' third.

**– Peter Stubley.**

Results:

| | | | |
|---|---|---|---|
| 1st | 1085 | Tony Blachford | Lymington Town S.C. |
| 2nd | 1065 | Mike Corbin | Lymington Town S.C. |
| 3rd | 919 | Alf Hawkesworth | Chase S.C. |
| 4th | 900 | Goeff Dean | N. Devon Y.C. |




*A fine shot of Robert Shaw taken during Burnham Week 1974.* *(Courtesy – Trevor Davies).*

# 1976 Advance Racing Calendar

| | | | | |
|---|---|---|---|---|
| April | 3 – 4 | | | |
| | 10 – 11 | | | |
| | 17 – 18 (Easter) | Royal Lymington Y.C. | Regatta | |
| | | Grevelingen – Holland | OPEN | |
| | 24 – 25 | | | |
| May | 1 – 2 | | | |
| | 8 – 9 | | | |
| | 15 – 16 | Royal Tay Y.C. | Regatta | |
| | 22 – 23 | Tees S.C. | SCOTTISH & NORTHERN CHAMPIONSHIP | |
| | | North Devon Y.C. | OPEN | Woolworth Paddle |
| | 29 – 30 (Spring) | Morecambe & Heysham Y.C. | OPEN | N.W. Coast Open |
| | | Mount's Bay S.C. | OPEN | (3 day event) |
| June | 5 – 6* | Hornsea S.C. | Regatta | |
| | 12 – 13 | Morecambe & Heysham Y.C. | | Visitors weekend meeting |
| | 19 – 20 | Hornsea S.C. | OPEN | |
| | 26 – 27 | | | |
| July | 3 – 4 | | | |
| | 3 – 10 | Royal Tay Y.C | | Tay Week |
| | 10 – 11 | Stone S.C. | OPEN | |
| | 17 – 18 | Filey S.C. | Regatta | |
| | 24 – 25 | | | |
| | 24 – 30 | Mount's Bay S.C. | NATIONAL CHAMPIONSHIP | |
| | 31 – 1 | | | |
| August | 7 – 8 | | | |
| | 14 – 15 | Morecambe & Heysham Y.C. | | Sponsored Invitation Meeting |
| | 21 – 22 | | | |
| | 28 – 29 | | | |
| | 28 – 4 | Royal Corinthian Y.C. | Burnham Week | Osprey Class |
| September | | | | |
| | 4 – 5 | | | |
| | 11 – 12 | Filey S.C. | OPEN | Chalmer's Park Trophy |
| | | Royal Tay Y.C. | Regatta | |
| | | Poole Y.C. | Open | Osprey/Fireball |
| | 18 – 19 | Mount's Bay S.C. | OPEN | Panmorra Cup |
| | 25 – 26 | | | |
| October | 2 – 3 | Lymington Town S.C. | OPEN | Jack in the Basket Trophy |
| | 9 – 10 | | | |
| | 16 – 17* | Chase S.C. | WELSH & MIDLAND CHAMPIONSHIP | |
| | 23 – 24 | | | |
| | 30 – 31 | | | |

* Denotes provisional date

All regattas have Osprey class subject to minimum entry.

# LATE NEWS LATE NEWS LATE NEWS LATE NEWS

## BURNHAM ICICLE

Not our best year – Osprey results below:

47th 1065 'Misty Star' - Mike Corbin, Lymington Town S.C.

59th 805 'Granny' - Robert Shaw, Creeksea S.C.

66th 1001 'Nabucco' - John Torrence, Burnham S.C.

Total entry 98, wind, light, force 1-2.

## SAIL DRAW

Ian Proctor drew the winning tickets in the Grand Sail Draw at Earl's Court on 9th January.

1st Prize (Suit of sails for dinghy of choice)
Ticket No. 1026
D. Waller, 57 Highfield Avenue, Harpenden, Herts.

2nd Prize (Spinnaker or single sail)
Ticket No. 1466
B. S. Taylor, 17 Brandycove Road, Bishopston, Swansea.

3rd Prize (Wet suit)
Ticket No. 2713
James Hancock, 9 Woodlands Crescnet, Buckingham.

## EDITORS NOTE

The next issue is scheduled for early April and will include notes on the Dinghy Exhibition at Pickets Lock, finalised racing calendar and entry forms for the National, Scottish & Northern Championships. Reminder notices will be sent to Fleet Captains as usual prior to press date.

Contributions to articles, photographs, fleet and club news will be most welcome.

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