NATIONAL OSPREY

NEWSLETTER

July 1976

Peter Agnew



On 27th July Class Secretary Peter Agnew will hand over the reigns and retire to the 'back benches', so to speak.

When he took on the task at Saundersfoot in 1969, growth of the Osprey was slowing down and there was a desperate need to revitalise the committee and get some new ideas flowing. During seven years of office, the fortunes of the Osprey have changed dramatically, due very largly to Peter's enthusiam and complete mastery of the class secretary's job.

Peter writes his own farewell and welcomes your new secretary on page 3. He intends to continue sailing the Osprey - lets be sure that promise is kept and from the Class members and Committee record a big thank-you to Peter Agnew.

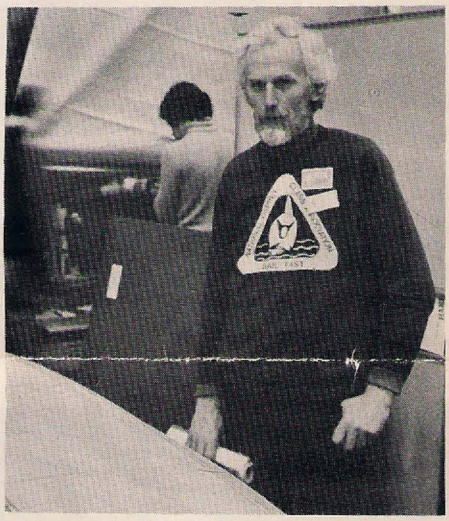
New Builder at C.C.P.R Exhibition

On 20/21st March the annual C.C.P.R. Dinghy Exhibition forsook its Crystal Palace venue and moved some twenty-five miles due north to the Picketts Lock Sports Centre at Edmonton, north east London. Dinghies, Class stands, club stands and all the other associated paraphernalia enjoyed considerable more space in the many halls of the massive, futuristic looking buildings. Initially, finding the way around was a problem but at least adequate eating and drinking facilities could be enjoyed en route.

The Class had an excellent pitch in the ground floor Sports Hall, rubbing shoulders with the Enterprise, Tornado, Int. 14 and the B.O.Y.A. stand next door but one. A quick head-count showed this to be much busiest hall.

Creeksea S.C. from (relatively) nearby Burnham took responsibility this year for organising the exhibits and manning the stand over the weekend. The search for a local Mk. 111 in racing trim proved abortive and at the last minute Ken Robertson helped out with the loan of No 1100, then un-named, still fresh from its Earl's Court appearance, Peter Agnew made the long return trip from Cornwall with the boat in tow, spending the two show days helping Creeksea members.

For the record, No 1100 was standard G.R.P. Mk 111 from Westerly. The Black/cream colour scheme contrasted well and fully rigged the boat looked every bit a thoroughbred racing machine. Mountifield sails were supported on Proctor E mast and hexagonal boom, with most of the sail controls following a fairly conventional pattern.

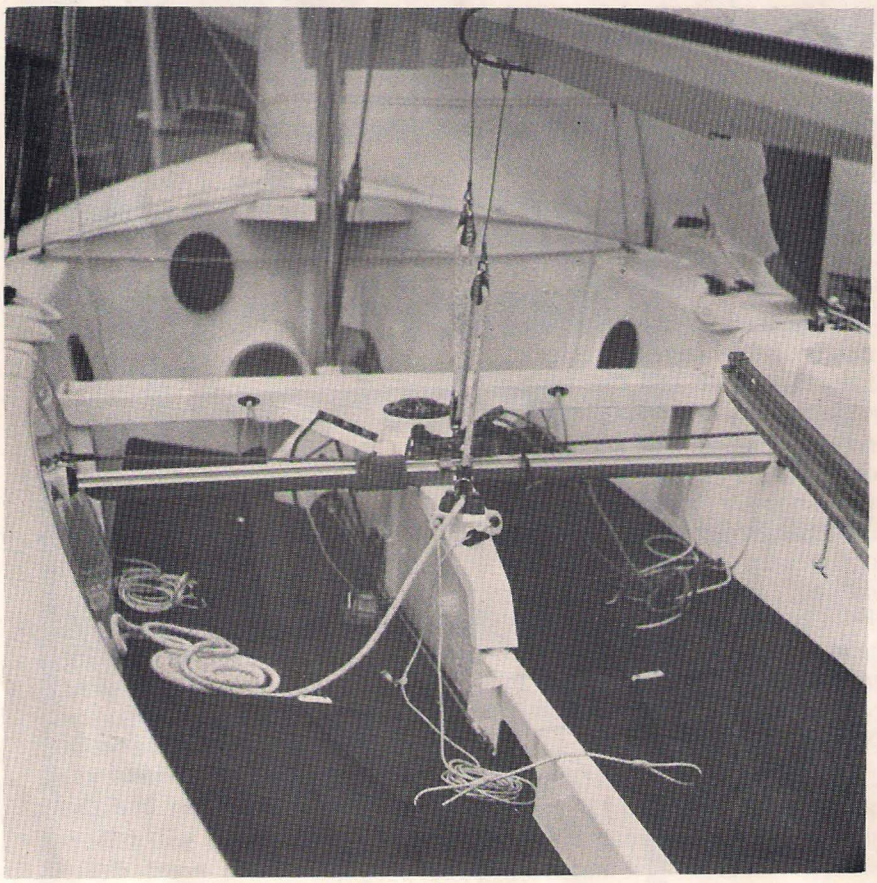


Tom Bernard at Pickett's Lock.

The other exhibit was the first hull from the production line of Barnard Boats, Wareham, Dorset. A close inspection of the bare hull revealed a high standard of craftsmanship which proprietor Tom Barnard was quick to endorse. He is convinced that offering the wood Mk 111 in various kit packages fulfills a growing need amongst many would-be Osprey owners with 'do-it yourself' ideals and limited finances. Tom quotes success of the wood Osprey from the 'Top-Twenty' chart in past Newsletters and thinks that an alternative builder offering an alternative boat at an alternative price is no bad thing for the class. Time will tell, but he has invested a great deal of time and money getting the project off the ground and aims for an annual production of some twenty boats in three years time.



A general view of Pickett's Lock ground floor Sports Hall, with Osprey No. 1100 prominent.



Cockpit view of the Westerly Osprey.

MARK III
OSPREY
WOOD

Templates
Frames
Timber
Pre-cut Kits
Part Built &
Finished Boats
Fittings
Spars
Sails

BARNARD
BOATS
10 South Street
Wareham
Dorset
Tel Dorset 2003

Woolworth Paddle

The twelfth Woolworth Paddle meeting was held at North Devon Y.C. over the weekend 22nd/23rd May. Two visitors - Ken Robertson and Malcolm Woolcock from Mounts Bay supported 12 of the local boats to enjoy a weekend of close racing in mixed weather.

Robertson won Saturday's race with commodore Jimmy Johnson second.

Sunday produced a stronger breeze and the fleet was led by Robertson with Woolcock and Dean following but Robertson mis-read one of the marks and let Dean through to win. With heavy conditions for the final race, both the Mounts Bay men suffered from capsizes enabling Dean to take the first place and win the overall trophy.

Ken Robertson made the trophy some 12 years ago and has competed for it every year since without ever having won, although he had been second many times. — Geoff Dean.

Results.

1st 900 The Magic Dragon Geoff Dean, North Devon Y.C.
2nd 1117 The Floating Pound Ken Roberts, Mount's Bay S.C.
3rd 1110 The Secretary Bird Malcolm Woolcock Mount's Bay S.C.

Mumbles

Although fairly early in the season, Mumbles attracted an entry of 16 for its annual open meeting over the weekend May 8/9th. Wind conditions were very variable from virtually zero on Saturday afternoon to a crisp force 3 to 4 throughout most of Sunday.

Nat Eynon and Graham Boylan in 937 "Superstar" made sure of the trophy with 3 first places in the first three races. Gear failure caused retirement in the fourth race and left the way clear for Alf Hawksworth to win. Lloyd Fryer from Portishead made the supreme sacrifice by going to bed early on Saturday hoping to be on form the next day but try as he would, he had to settle for second overall with a score of two seconds and a third.

Results:-

1st 937 Superstar Nat Eynon, B.S.C.S.C.
2nd 1082 The Black Pig Lloyd Fryer, Portishead Y.C.
3rd 919 Pink Panther Alf Hawksworth Chase S.C.
4th 902 Action Replay Tony Powell, B.S.C.S.C.

Hornsea

Visitors from as far afield as Sussex and as near as Filey supported Hornsea Sailing Club's first Osprey Open over the weekend 19/20th June Wind Conditions varied from force 2 to near gale force 7 on Sunday afternoon.

The first race started in ideal conditions with Alan Smith leading Sussex helm Brian Littler to the windward. Mike Mooney pushed Littler in to third place on the downwind sections to finish second behind Smith.

Race two was sailed in a failing breeze and developed into a classic local derby between Smith and Matt Anderson. However Anderson gradually lost ground on the downwind legs and was unable to prevent Smith winning again, albeit by a matter of inches.

Sunday morning's race was sailed with winds gusting 30 knots reducing the number of finishers to three. Smith won, followed by Anderson and Malcolm Clack of Filey.

The wind strength failed to moderate, with gear failure and a few 'cold feet' reducing the number of starters to eight. Mark Anderson took over from father and scored first place, Mooney and Terry Greaves coming in next. — Alan Smith.

Results:-

1st 938 Drongo Alan Smith, Hornsea S.C.
2nd 1112 Mat Anderson, Hornsea S.C.
3rd 700 Female Mike Mooney, Hornsea S.C.

STRANGE HAPPENINGS AT GLASSON



Many Osprey helms will have sailed over this spot just above Glasson Dock clubhouse. This Photo, taken last March, shows the former Isle of Man ferry King Orry high and dry after dragging her moorings during the severe January gales. She is seen here getting up steam while earth moving equipment excavates a channeling preparation for refloating. Two days later she refloated under her own power using the last of the spring tides - if the attempt had failed there would have been a six month wait for the next high tide.

1976 Racing Calendar

July	17 – 18	Filey S.C.	Regatta	
	24 – 25			
	24 – 30	Mount's Bay S.C.	NATIONAL CHAMPIONSHIP	
	31 – 1 Aug			
August	7 – 8	Mount's Bay S.C.	Regatta (7th August Only)	
	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	Mumbles Y.C.	WELSH & MIDLAND CHAMPIONSHIP	
	23 – 24			
	30 – 31			

1977 Advance Racing Calendar

May/June	St. Andrews B.C.	Scottish & Northern Championship
August	Filey S.C.	National Championship
September/ October	Grafham Water S.C.	Welsh & Midland Championship

Mk111 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 **£495.00**

Resin surcharge (Applying to all our GRP dinghies) **£61.88**

Plus V.A.T.

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

EDITORS NOTE

In future the Newsletter will appear twice a year, in late July and late December. Reminder notices will be sent to Fleet Captains as usual prior to press date.

Contributions of articles, photographs, class and club news are always most welcome.

Editor: John Rayner, 19 Clifford Road, Boston Spa, Wetherby, Yorks.
Tel: Boston Spa 842860

STOP PRESS.....

World Record attempt (Page 3). Distance sailed 102 miles 580 yards

Filey S.C. Regatta 17/18th July Osprey Class Results.

1st	834	Wardance	Jim Haddock, Filey S.C.
2nd	1113	Wings	Terry Greaves, Hornsea S.C.
3rd	722	Blythe Spirit	Malcolm Clack, Filey S.C.

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MUMBLES '76

This year the Welsh & Midland Championship is to be sailed under the burgee of Mumbles Yacht Club and in view of the club's willingness to hold the event because of the scheduled clubs default, your support is particularly needed.

The large and well equiped clubhouse provides complete facilities with dinghy parking on the shoreline. Plenty of suitable accommodation is available within yards of the clubhouse. For those left ashore Mumbles is within easy walking distance and Swansea is about ten minutes drive away.

Upon receipt of entry form, sailing instructions and accommodation list will be sent.

There will be a briefing at approx 10.30 on Saturday morning.

PROGRAMME –

Race Times –

Saturday	First Race	11.30 hrs.	Steel Company of Wales Sailing Club Trophy
	Second Race	14.30 hrs.	Williams Salver
Sunday	Third Race	10.30 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 Mumbles Yacht Club should be forwarded together with Entry Form to:

The Clubhouse,
Mumbles Road,
Southend,
Swansea.
Telephone: Swansea 69321

FORM OF ENTRY

National Osprey Class
1976 Welsh & Midland Championship
Mumbles Y.C. 16/17th October.

Please enter the following boat for the Welsh & Midland Area Osprey Championships on the 16/17th October.

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 Mumbles Y.C. I will provide a valid Class certificate.

I am a member of the Osprey Class Associaton.

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

Signature of Helsman ..... Date .....

Entries should be sent to The Clubhouse,
Mumbles Road,
Southend,
Swansea.
Telephone: Swansea 69321

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.

Entry Fee £3.00 Cheques to be made payable to Mumbles Yacht Club.

PETER AGNEW *writes*
– your new secretary

As I mentioned at the last A.G.M., I now wish to be relieved of the job of Class Secretary and I have already told the Chairman that I cannot continue after the 1976 A.G.M.

My reasons for leaving the twofold, I need more time for my own affairs, and I feel very strongly that after holding the office for seven years, a fresh and younger Class Secretary is a must for the Class if it is to continue to flourish and progress with new ideas.

Liz Mackay has agreed – subject to the wishes of the A.G.M. to take on the task from me, for a year at least, but longer I hope.

Liz is well known to the Osprey Fleet, is much liked and very able – she will make a really excellent Class Secretary. I have already worked with her as my Assistant for over a year, and I am impressed with her abilities.

My time as Class Secretary has been a happy one. I have met a great number of members and have always been shown the greatest courtesy wherever I have been. The work is most interesting and I know much more about the sailing world than I would have thought possible when I first took over from Joan Wade.

Thank you all for the past years – you have all been most tolerant when I have lost your subs, or failed to answer your letters as quickly as I should have. Most of all, thank you for supporting the Class Association – something I shall continue to do for as long as I sail.

I hope to see many of you on the sailing roundabout in the years ahead.

PETER AGNEW

Class. A.G.M.

Members are asked to note that the Class A.G.M. will take place during the National week at Mount's Bay on Tuesday 17th, July at 17.00 hours, or such other time as may be posted in the Mounts Bay Sailing Club. Depending on sialing times etc., the time fo this Meeting may be altered, so please watch the Official Osprey Notice Board in the Clubhouse.

The Business to be transacted will be:-

To confirm the Minutes of the last A.G.M.
To receive a report from the Chairman and Secretary.
To receive a report from the Treasurer and the Class Accounts.
To elect the following Officers Committee:-

Chariman.	Mike Corbin, not seeking re-election.
Secretary.	Peter Agnew, not seeking re-election.
Asst. Secretary.	At present Liz Mackay.
Treasurer.	Paul Hosking.
Auditor.	John Denning at present.

11 Committee Members.

(Clubs are reminded that nominations for the above offices and Committee are required)

To consider any other business.

Liz McKay Writes

Well now that the handbook has revealed all, it's a platinuim blonde wig and sunglasses for the rest of the season .....

I.m a little worried about all this advise giving .... my policy has always been delegation, non-interference or just leave it to the lads.

How are we all then I expect, like myself all fellow brothers and sisters are training hard ..... is it true lifting pints keeps the biceps subtle for sensitive spinnaker work.

I must admit feeling a little rusty and out of touch with my helmsman – not to worry, the dynamic duo will be back together again for Mounts Bay – I decided it was a case of, 'if you can't beat'em Join' em'. So I took off for Dubai in an elephant type machine for a vigorous two weeks training in the Gulf.... I wish he had told me Lasers have no trapeze.

But seriously folks, the necessity of team work in the boat is apparant to us all but I also think that it is applicable to the fleet as a whole, atheme of 'let's work together' .... sounds interesting.

Anyway look forward to seeing YOU at the Nationals. Oh fellow brothers, to save an embarrassing situation check before chatting to any piece in sunglasses hanging around the fleet, leg lacerations, a stoop and a hook embedded in the navel are other identifications.

WORLD RECORD ATTEMPT AT FILEY

By the time this news letter is distributed, it is hoped that an Osprey will have the distinction of sailing the farthest distance ever recorded during a 24 hour period. The Guiness book of Records shows the present title holder to be a GP 14 which sailed 112 miles during the 1968 Southport 24 hr. race.

Bob Weddall, with the help of a small committee, is stage-managing the event, due to commence midday 16th July and finish 24 hrs. later, just before the start of the Club's Silver Jubilee Regatta. Understandably, few helms were enthusiastic about loaning their boat for the event and Bob's own boat – No. 761 "Mustard" – became the choice. Well known Filey Osprey crews will take turns throughout the night to sial over a specially laid triangular course in Filey bay.

The help and expertise of Scarbrough Yacht Club Commodore – Derek Dearden – have been enlisted, A member of the R.Y.A. Council he will scrutinise the timing sheets and confirm the result. A full report of the event will appear in the next issue of the News Letter.

1977 NATIONALS

Following a last minute let down from Saundersfoot Sailing Club, Filey has agreed to advance their scheduled date for the National Championship to 1977. A firm week has yet to be agreed but 13/20th August is the favourite at the moment, due mainly to suitable tides and better availability of holiday accommodation in the area.

The steering committe hopes to organise a local hotel as Championship headquarters, much on the same lines as the successful 1971 week. Full details and preliminary notice will appear in the next newsletter.

SCOTTISH &NORTHERN REPORT



Yes, we have seen these two before, but the faces of the Scottish & Northern Champion and crew deserve a photo. Alf. Hawksworth (right) and David Mager with the new S & N Trophy.



Alan Smith, runner-up in Drongo.

Over the weekend 21st, 22nd, May, Tees S.C. took charge of the Scottish & Northern Championship. The entry of 33 was down on previous years and with several well-known front-runners succumbing to various misfortunes new faces crept to the front line.

Saturday's first race took place in a nasty gusting force 5 south-westerly, quickly sorting the fleet out after the start. Brian Summers led at the windward and for the next two legs, but paid the price for hoisting the shute in doubtful conditions. A fierce gust took him right over, snapping the mast and putting a quick end to the weekends aspirations. Alf Hawksworth and Alan Smith were quick to take advantage and after two hours close racing finished first and second, respectively.

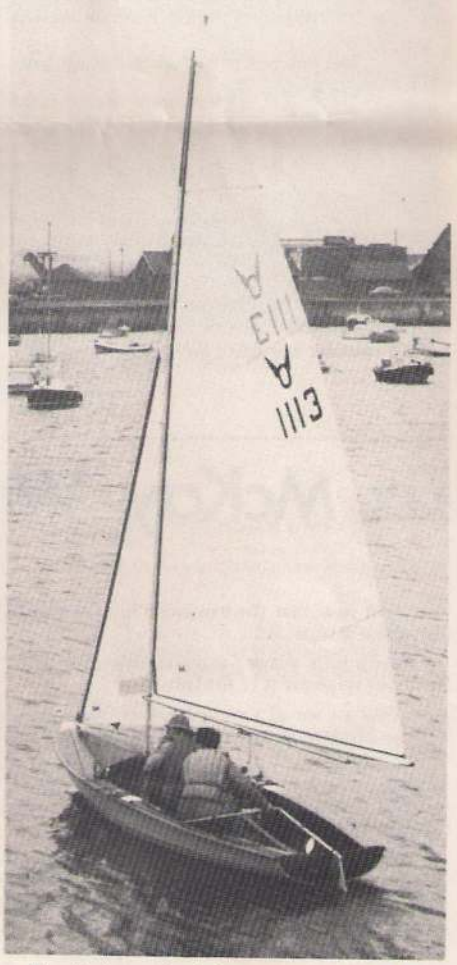
Misfortune than befell two other teams. Chris Bonar collided with another craft with such force that crewman Doug Rintoul required urgent hospital treatment for a bad forehead gash. Gerald Iddon's crew was also hurt and that, together with sundry gear failures from the previous race nearly forced an early retirement to the bar. However, misfortune turned to success with the help of Ed Thompson (Brian Summers' redundant crew) borrowed rudder, jib-sail and stopwatch he set sail and stayed out front for the entire race, beating Hawksworth and Smith into second and third place in ideal force 3-4 conditions.

The wind continued to subside with the third race taking place in a very shifty force 2. The finger of doom now came to rest over Alan Smith, causing a retirement he desperately needed to avoid. Sail Battens were beginning to shred the pockets and damage the mainsail. Gerald Iddon's front running was also short lived - he finished this race last boat for boat.

It was Terry Greaves who set the pace, with a long port tack just after the start getting him well clear, and a well judged starboard leg enabling to comfortably lay the line ahead of the fleet. At times his lead was 500 yards, though on the final leg, turned into a reach, Chris Bonar rapidly closed the gap.

All was now set for a final showdown with Alan Smith needing a win to give his tally of second, third and a retirement a chance. His opponent, Alfie Hawsworth, with a first, second and third merely needed a result toconfirm supremecy. Smith raced hard to improve on his second place at the windward, first chasing Bonar and then Keith Byers, whose leeward route on the third leg pulled him from fourth to a 200 yard lead. After two hours in a gusty breeze, Smith had to settle for third place and overall runner-up position, Greaves just managing to make the second place in his beautifully finished home-bult Mark 111.

Results:-	1st	919	Pink Panther. Alf. Hawksworth, Chase S.C.
	2nd	938	Drongo Alan Smith, Hornsea S.C
	3rd	1113	Wings Terry Greaves, Hornsea S.C.
	4th	868	Bullett Keith Byers, Morecambe & Hey Y. C.
	5th	521	Geronimo Don Pipes, Chase S.C.
	6th	1053	Y Knot Tony Clayton Tees S.C.



Newly launched, home built Mk 111, Terry Greaves in charge.



Vernon May, seen at Tees in his newly aquired 'Shape of Things to Come', stood down as S & N chairman at the A.G.M. Incoming chairman, Gerald Iddon, also from Morecambe paid tribute to Vernon's enthusiasm and complete loyalty to the S & N cause. During 5 years office Vernon's aim was always to see that both the host club and competitors regarded the event as a Championship, and not just another Open meeting. The last few championships had certainly benefited from this ideal and members present warmly endorsed Geralds vote of thanks.



Some time ago the Newsletter reported on the B.B.C. 'Warship' series with a postscript in the following issue.

Class relations with the Navy were further strengthened on the saturday night of the championship, when certain competitors were entertained on board, minelayer H.M.S. Abdiel, moored in Hartlepool Docks.

Exact details are hard to come by, but apparantly Malcolm Stringer made a bet that he could get invited aboard for drinks. The photo, taken by Bill Hill shows that he won the bet together with support from Filey, Tees Royal Tay and Dysart.

The Daily Telegraph REPORTS

YACHTSMAN GUILTY OF ASSAULT

Daily Telegraph Reporter

A MERCHANT NAVY radio operator was found guilty last night of indecently assaulting two teenage girl naturists aboard his yacht.

Alan Bishop, 34, of Portsdown Park, Cosham, Portsmouth, was sentenced to a total of nine months' imprisonment suspended for two years and fined £150.

And Judge Raymond Stock was told at Southampton Crown Court that the bespectacled sun lover faces another punishment — banishment from the country's nudist colonies.

During the three-day trial the jury was told how Bishop met the two girls — aged 15 and 17 — at the Southview naturist camp at Blackgang, Isle of Wight, and invited them on his yacht for a day cruise. During the trip to Bembridge the yacht was becalmed and then ran out of petrol.

As it grew dark Bishop — who was naked throughout the voyage — persuaded the girls to lay on each side of him on a 2ft wide bunk under his spinnaker sail to keep warm.

When the yacht finally drifted ashore the girls complained that they had been indecently assaulted, but Bishop maintained that he only touched the girls while instructing them how to hold the tiller, and while rubbing what he called, their "extremities" to keep them warm.

MUSEU

...ards & R. C. Seiten (US) 6—1.
...6. 6—1.
* Seeded.

SQUIDS ARE DOMINATED BY BURNHAM

By FRANK CHAPMAN

Burnham on Crouch entrants set the pace in the Squib national championship practice race at Holyhead yesterday, filling fiive of the top six places with John Boyce of Burnham in Harvey.

...lose-fought race with ...ojo, who had ...

OSPREY INTERNATIONAL

Tony Hodges Reports

Easter 1976 will always be remembered in the Class as a major step towards international status for the Osprey, for over Easter sixteen members of Creeksea Sailing Club travelled to Holland at the invitation of the Scharendijke Sailing Club for the first Osprey Open Meeting to be held on the Continent.

The Meeting was the result of eighteen months constant hard work on the part of Hans van Riemsdijk. After seeing an Osprey at the Southhampton Boat Show whilst holidaying in 1974, Hans was determined to purchase a second-hand boat before his return a week later. He managed to get a boat and returned with it to his Sailing Club at Scharendijke. He had been unable to try the boat before buying and his first sail was made in a Force 6 gusting 7. His friends at Scharendijke who accompannied him were so impressed that they wished to have an Osprey of their own.

On his own initiative Hans started enquiring about second-hand boats and buying them, taking two back to Holland on one trailer.

It was at this time that Hans came into contact with Tony Hodges and together they have built up a fleet of some sixteen boats.

Because the Osprey is new to Holland and the new owners were uncertain of the boat's performance and handling, it was decided that a team of English helmsmen and crews should visit the Scharendijke Sailing Club for an Open Meeting, a Lecture Session and Teach-in. An invitation was sent out to Creeksea Sailing Club (Tony Hodges' own Club) and the Osprey members readily accepted the offer. Easter was chosen as the most suitable time and preparations were made for the visit.

It was fortunate that Dave Unsworth, Creeksea's Osprey Class Captain had just acquired a fifteen seater minibus and this was prepared for the trip. At 6.30 on Good Friday morning members of the Team left Wickford with the bus appropriately decorated. The journey to Holland took them via the Felixstore/Zeebrugge Ferry and from Zeebrugge into Holland. Hans met the party on route and escored the bus to Scharendijke.

The Creeksea party were warmly received by the Members of the Host Club who provided accommodation in their nearby homes.

Easter Saturday.

Because of thick fog sailing was cancelled but the time was usefully spent in discussing the finer points of tuning and handling the Osprey dinghy That evening the Scharendijke S.C. held a reception at the Moermod Castle to welcome formally the visiting crews and a splendid time was had by all.

Easter Sunday.

Race 1: The race started in light winds which gave the crews an excellent opportunity to become acquainted with the course and also the boats that the Creeksea crews borrowed. The two leading boats were helmed by Creeksea members followed by Aard Breeman of Scharendijke. The remaining positions changed constantly throughout the day

Race 2: The wind had freshened to force 4 which gave good Osprey sailing. The first three boats across the line were again Creeksea helms but were hotly pursued by Helma van Hulst and Annemieko Otto who were the only All-lady team. The remainder of the fleet were not far behind.

Race 3: For the final race the wind had increased to force 5 giving lively conditions for the crews to contend with. Again Robert Shaw (720) and David Brentnall (916) led the pack away to the first mark. Helma van Hulst was hot on their heels and these three maintained their positions to the line. A tussle for fourth and fifth position developed between Tony Hodges and Reinier van Wout with Tony Hodges gaining the advantage in the closing stages. The remaining positions were equally shared between Dutch and English helms.

On Sunday evening the Host Club held a Farewell and Prize-giving Party for the Osprey crews. As this was the first Osprey International Meeting each crew was presented with a momento of the occasion and there was no offical prize for the Meeting.

The Scharendijke Trophy, a half-relief of an Osprey (feathered variety) mounted on a wooden shield was given to the Scharendijke Sailing Club by the Osprey members of the Creeksea Sailing Club and was officially presented to Hans van Riemsdijke by Les Shaw Commodore Creeksea Sailing Club at the London Dinghy Exhibition at Pickets Lock. This trophy will be raced for annually in Holland and will be awarded to the best placed Dutch crew at the Easter Open Meeting. This year the Trophy went to Helma van Hulst and Annemieke Otto who sailed consistently throughout the Meeting and gained third position overall. Our congratulations go to these two ladies who only teamed up that day for the day's racing and who were using a borrowed boat.



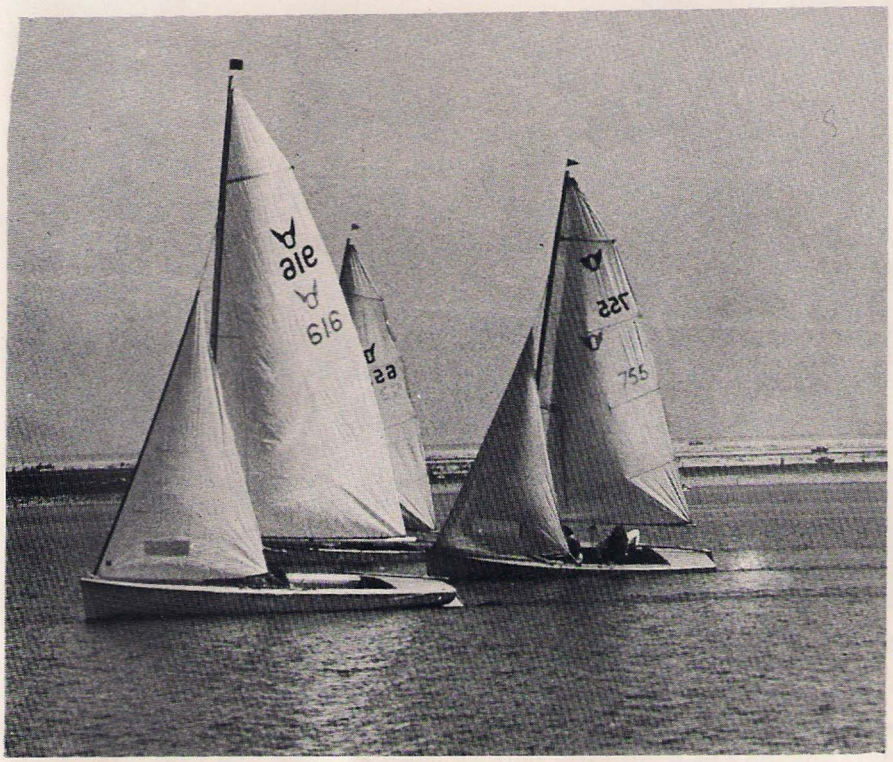
Tony Hodges and crew.

The Osprey camp were late in rising on Easter Monday mainly due to the late night before and possibly to the large quantity of alcohol consumed It was a struggle to get everyone assembled and pack up the bus for our return journey home. It was with some sadness that we said our last goodbyes to our new Dutch Osprey friends at Scharendijke. Words cannot describe the hospitality and generosity of the Osprey members and friends at Scharendijke. They made us so welcome in their homes that we all felt as though we were members of their families.

We thank you Scharendijke for a wonderful weekend and hope that you will ask us back again next year.

Results:

1st	Robert Shaw Creeksea S.C.
2nd	David Brentnall Creeksea S.C.
3rd	Helma van Hulst Scharendijke S.C.
4th	Reiner van Wout Scharendijke S.C.

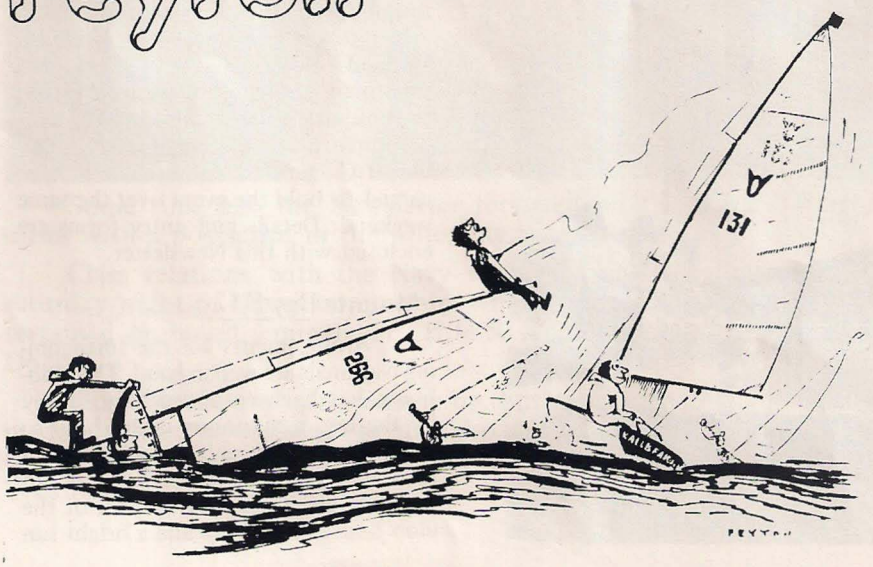


Saturday's light weather race, with David Brentnall (916) a whisker ahead.



Filey members should recognise some of these boats, Line-up at Sharendijke.

Peyton



Reprinted by Courtesy Mike Peyton, Yachts & Yachting

OVERSEAS NEWS

LAGOS Y.C.

Situated on the edge of the wide harbour – the catchment area of all surrounding creeks – the club occupies one of the most pleasant spots in Lagos, Currently 150 privately owned dinghies, occuping 5 classes and one mixed. Ospreys and GP14's predominant followed by Shearwater 'Cats', Tarpons (a Lagos design), Fireballs and the mixed class. The Ospreys currently hold 36 berths with five more definites on order.

The prevailing wind, South Westerly, blows steadily across the harbour at approx, 16 knots, giving good sailing conditions, made more interesting by local tides and currently by the congestion of ships in the harbour.

The winds alternated through the two main climatic seasons, light in the "Dry Season", strong in the "Rainy Season" – October/November to March/April and the rest of the year respectively.

Whenever possible, the sailing, particularly in the Osprey Class takes place offshore.

The Osprey Class consists of a wide variety of models from all wood, composite, to the new GRP Mark 111's. The Oldest boat still sailing is No. 37. The GRP Mark 111 is becoming increasingly popular with 10 now being regularly raced. Reasons for the class' popularity are, ideal suitability for these waters, (inshore & offshore), the changing winds, and keen competition, giving a high standard of racing.

The helms and crews are a mottly bunch, as some readers will remember from past visits to the Nationals. Once again this year, a small team intends to come and show you how to drink!

Names to look out for are Danny McKenzie with his tame Orang Utang Brian Birkett, Tony (Doc) Clare, Mike (Kiwi) Barnett, Martin (Van De Merve) Forster and various crews, screws and passers through.

While in the U.K. the invitation to send a team over to Nigeria will no doubt once again be extended. See you there. – Martin Forster.

CLUB NEWS

Morecambe & Heysham Y.C.

This thriving club now has 18 boats registered with at least 12/14 out every Sunday.

Dominating the scene very dramatically are Keith & Colin Byers in 868 "Bullet". Wally Gardner was also going very quickly in his new boat No. 1114 "Just Pogo" but a bad capsize at the Roa Island open bent his mast and the former speed has yet to return. Gerald Iddon also broke a mast early on in the year and has only just got a new Proctor Beta sorted out. Vernon May's newly acquired craft - 959 "Shape ofthings to come" – had only just taken to the water when its previous owner, Malcolm Stringer, 'phoned him up to see if he wanted to sell it back to him! The other week he was seen crusing off the West coast so is this the "shape of things to come" ? Ken Carrol in 1083, "Scarlet Lady" is chasing "Bullet" hard most of the time and Ken Tool's new boat – 1115 distinguished itself by an incredible amount of mast rake although this appears to do nothing but good for his performance. Frank Peacock in 1086, although late in starting, has had a good season and has developed a fine art of beating with spinnaker flying. Tom Adamson has left Arnside to join the club with 799 "Godfather".

Other boats regularly racing are David Meacham in 811, Phil Sumner in 1025 Eric Smith in 1024 and Charlie Gillow in 466

This year Canada Dry will not be sponsoring the Green Riband Trophy but it is hoped that next year a replacement event will be arranged.

Gerald Iddon....
and Paul Sewell.

St. Andrews S.C. Fife

St. Andrews S.C. is to host the 1977 Scottish and Northern Championship and the news has been greeted with great enthusiasm by club members. A special sub-committee has been formed to get the organisation underway.

Bill Hill

A fine shot of Ken Toole's former Osprey Shadowfax, seen during last years N. W. Coast Open.



Portishead Y.C.

With Leighton Greenham and Phil Isles both recovering from serious illnesses the fleet is now back to full strength with 10 boats on the books. 7 turning out regularly. The overall standard of racing has improved considerably but Lloyd Frier in 1082 "The Black Pig" is in a class of his own and this has shown up at recent open meeting results. The Osprey now enjoys full class racing status at Portishead and with the 7 regular boats attending the Nationals, things will be pretty quiet at the end of July.

Mike Blanchard.

Lymington Town S.C.

Tony Blachford and Brent Strickland powered 1085 "Infidel" to win the Easter open meeting at Lymington with new musto sails to Tony's specification. With Mike Corbin building a ¾ tonner and Tony and Brent both campaigning in the 1 tonner 'Solent Saracen' the fleet has lost the major front runners - another 6 boats . have arrived making the numbers up to 15. The first point series was won by Hugh Carter in 894 "Medicinal" with Peter Stubley in 888 "Piece of Eight" second and Alan Sharp third in 627 "Maiden Over" The club is sending the first team again down to the Nationals with full intention of retaining the Offer. Team Points Trophy. – Peter Stubley.

Chase S.C.

Bad news from Chase. Not only has the class lost fleet status this year but the club has failed to honour the Welsh Midlands fixture, confirmed some time ago, for the week end 16/17th October, 1976.

Reasons for the changes are obscure but after some considerable correspondence with the Chase S.C. in an effort to get over the problem, Welsh Midlands Secretary, Mark Peak and Chairman, Graham Boylan, were forced to look around at a late hour for a replacement host club. Fortunately, Mumbles Y.C. came to the rescue and have agreed to hold the event over the same weekend. Details and entry forms are enclosed with this Newsletter.

Mounts Bay S.C.

Arrangements for the forthcoming Nationals are well in hand. The clubhouse has been extended very largely by the use of voluntary club labour so that the changing accommodation and showers have been doubled in size. In addition we have used up part of the club house veranda to add a bright sun

lounge which affectively doubles the area upstairs.

3 new GLP Mark 111's are now racing regularly in the club in the hands of James Curnow, Ken Robertson and Malcolm Woodcock. All have been doing well although Ken Robertson has not yet got into overdrive. They say he has changed everything in his boat, including his boots, to gain more speed– all except the crew that is, so Raymond beware! The new boats were all straining at the leash to have a go at some outside competition in the Whitsun open meeting – (see separate report).

Ian Roxburgh.

Sussex Motor Y.C.

During the last year or so, the fleet has moved 'en masse' to its new home with approximately 18 boats on the books and 8/10 regularly racing. The Sussex MYC caters for Fireballs, Enterprises, Finns, Merlin Rockets and Tornado's but it is fair to say that the Osprey contingent is one of the keenest racing fleets in the Club. The Committee has recognised this and promoted the Osprey from a trial class to one having full racing status.

The man to beat this season so far has been Brian Littler, sailing 963 "Lover in Law" who says it is not too lonely being out at the front when you get used to it!

There are now 4 Mark 111 boats in the fleet, one being a converted Mark 11 – Geoff Little-john

Ogston S.C.

Permission from the Water Authority has been granted for a few more berths at the reservoir enabling the strength of the Osprey fleet to be increased to 14 berths. For the first time for a number of years, vacancies are now available for new members.

The level of the water is giving cause for concern with a drop of some 20 ft. drastically reducing the area available for sailing. Everyone seems to strike an obstruction in a previously clear spot with rudders and centre boards looking very battered.

Mike Walters has sold Osprey 1022 within the Club and patiently awaits a locally built replacement boat. Jim Dunderdale has become seriously entangled with one of the opposite sex with a result that he has not been seen at all this year. Turn outs have been quite good so far with three relatively young members taking an active part.

Maurice Whiteman

Stewartby WSC

This season has seen the arrival of the first Mark 111's in the club with new boats for Arthur Oakes and Roger Mant. 1001 has been bought by Derek Fensome and No. 1051 joins us from Wales in the hands of Derry Andrews. The fleet has now grown to 16 with about 8 boats turning out regularly for the Sunday Series. It is hoped they will continue to do so when the bar in the new club house is open.

Peter Dovey

Filey S.C.

The season has started with a relatively low fleet turn out and some changes in the top placing. Jim Haddock and Chris Moore in 834 "Wardance" secured their first series win with Ron Lorriman (1003) and Ray Drayton (1074) following.

With the next series now half way through the "Wardance" team and last year's top helmsman - Richard Plowright - are running neck and neck.

Vice Commadore - Edward Hanson - has acquired Osprey 1054 from Chase, the sixth Mark 111 to join the club.

The long awaited class dinner, scheduled for the winter months, finally took place on the 14th May with Chris Paxton and John Littlewood organising a first class evening helped by the facilities of the Gilpin Group. The specially printed menues showed Osprey 880 streaming a huge burgee with the motto "Pandion Maliiaejus Nubiles Fileyensis" The correct translation is unfortunately unprintable. – John Littlewood.

Tees S.C.

Since Malcolm Stringer's threat to flee the country, the class has taken a bit of a dip but now, with a change of plan, he is actively building up the fleet again. Front runners at the moment are Tony Wright in 1044 and Tony Clayton in 1053 with John Robinson in 1029 "Pop Rivet Special" rapidly closing the gap. Other stalwarts to race regularly are Dr. Bill Rowbotham who sails every race whether week day or weekend unless his 'bleep' goes when he has to hurry ashore. Another doctor – Dr. Alister McDonald crews with his son in 1043 and ever since they won the 'Jonah' prize at Minnis Bay they have gone from strength to strength.

Malcolm Stringer.

CLASS ADVERTS.

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OPEN MEETINGS

Mount's Bay Whitsun Open

A few loyal supporters trecked down to the farthest point of England to support the Whitsun open - namely Tony Blachford, the Class Champion, Geoff Dean and Nat Eynon. For the first race, Mounts Bay was at its glorious best with warm sunshine and a very pleasant force 2/3. Blachford led from start to finish ending with a comfortable lead. A close race for second place raged between Eynon and Dean with the former just coming in second spot. Where were Mounts Bay men you may ask ? Sad to say most of them took the wrong tack on the first beat and never recovered, struggling far behind the three visitors.

Not disheartened, much tuning up and fiddling took place before the next race on Sunday morning, the sun was hidden and the wind had freshened to force 4 - ideal conditions for the Osprey. Once again the 'Infidel' team took an early lead but this time closely pursued by James Curnow. This developed into a real tussle with the two boats remaining glued to each other and fininshing in that order throughout the race. Third place went to Malcolm Woodcock in "The Secretary bird" following by Eynon and Ken Robertson.

With two firsts in his pocket, Tony Blachford was told not to bother taking the cup out of his car which he had won the previous year. However, he declined the offer and went out into the freshening wind and gathering cloud. The race committee laid what proved to be a magnificent olympic course thoroughly enjoyed by all with fair sized waves beginning to form. Curnow took advantage of a slight wind shift and, setting his spinnaker without a moment's hesitation, he succeeded in pulling away from Blachford, holding him off until the end with Eynon coming in third and Robertson fourth.

Hope now re-appeared in the Mounts Bay camp. Curnow had a first and second against Blachford's two firsts and there was just a chance (if Blachford sank in the fourth race) that Curnow could pull it off. It was not to be however because Monday morning dawned and St. Micheal's Mount was not to be seen, completely lost in a thick blanket of fog. After waiting for some hours for the fog to clear, the race was abandoned and the meeting results based on the three races sailed. – Ian Roxburgh.

Results:

1st 1085 Infidel Tony Blachford Lyminton Town S.C.
2nd 937 Superstar Nat Eynon B.S.C.S.C.
3rd 1111 Four One and All James Curnow, Mount's Bay S.C.
4th 1117 The Floating Pound Ken Robertson, Mount's Bay S.C.



Ken Robertson's latest Osprey 'The Floating Pound' photographed by Ian Roxburgh at the Mount's Bay Whit Meeting.

N.W.Coast Meeting

A first class weekend was enjoyed by ninteen entries at Morecambe and Heysham Y.C. Local helmsman Keith Byers with father crewing scored minimum points to win convincingly from some well known competition. The first race was sailed in light airs, the remainder in a steady force 3/4.

Results as follows:- Race 1.

1st 868 Bullett Keith Byers M & H.Y.C.
2nd 919 Pink Panther Alf Hawksworth Chase S.C.
3rd 1086 Purple People Eater Frank Peacock, M & H.Y.C.

Race 2.

1st 868 Bullett Keith Byers M & H.Y.C.
2nd 759 Bucephalus 11 Brian Summers, Royal Tay Y.C.
3rd 919 Pink Panther Alf Hawksworth Chase S.C.

Race 3.

1st 868 Bullett Keith Byers M & H.Y.C.
2nd 1113 Wings Tony Greaves, Hornsea S.C.
3rd 1008 Crackertoo Gerald Iddon M & H.Y.C.

Race 4.

1st 1008 Crackertoo Gerald Iddon M & H.Y.C.
2nd 919 Pink Panther Alf Hawksworth, Chase S.C.
3rd 1113 Wings Terry Greaves, Hornsea S.C.

Overall Results.

1st 868. 2nd 919. 3rd 1113. 4th 1008.

—Paul Sewell