NATIONAL OSPREY

NEWSLETTER

December 1976

Record Mount's Bay.

Championship Report by John Rayner

The title aptly sums up the 1976 National Championship.

The entry was a record 123 boats including 5 from Lagos, Nigeria. The long hot summer continued with temperatures well into the 80's most days. For the first time since 1970, a full racing programme had taken place and Tony Blachford distinguished himself by being the first helmsman in the Class history to win 3 consecutive championships.

A new racing programme came into being this year, the practice race taking place on Saturday evening with points races for the next 4 days, Thursday a lay day providing no previously cancelled race had to be sailed with the final race on Friday. Although intended to be an experiment, the unanimous approval of the A.G.M. confirmed the popularity of the idea and a repeat programme will be held next year at Filey, the practice race starting a little earlier.

Saturday's practice race was perhaps the only real test of the week with a gusting N. Westerly force 5 reducing the 90 odd starters by half. Tony Blachford won over a shortened course from Ken Robertson and Wally Gardiner.

Sunday's conditions for the first points race - a northerly wind, force 4, choppy sea, bright sunshine - were ideal but for those nasty 25° shifts which characterised the wind throughout the week. The 123 boats made a magnificent sight waiting for the gate with St. Michael's Mount forming the backcloth.

Alistair and Liz McKay had the doubtful distinction of being gate boat but carved a steady port tack across the bay to enable everyone to get a clean get-away. Their 20th position at the windward (also their final overall position) indicated little advantage to either early or late starters, although it was the Northern brigade lead by Terry Greaves (Hornsea) Gerald Iddon (Morecambe) and Chris Bonar (Royal Tay) who travelled quickest to the windward. Seconds later, Bonar's fore stay fitting pulled out of the boat forcing a retirement which, together with a retirement later on in the week, negated the other good placings.



Main contenders for the championship, photographed after the final race. r–l. Tony Blachford, Nat Eynon, and crew Graham Boylan, Brent Strickland, crew to Tony Blachford.

Tony Blachford rounded 12th but straight away showed that incredible ability to switch into top gear and overtake a wealth of formidable opposition. He took 6 places in the first two reaches, went out in front on the second beat and eventually won by 2½ minutes in the 3 hour race over a full olympic course.

Monday's race for the Bell trophy saw the start some 4 miles out to sea, the first beat heading ashore against a force 2/3 North Westerly and the attendant shifts.

Former champion, John Matthews, sailing the borrowed "Nadine" opened the gate, with Brian Littler getting a fine start a third of the way along the line to lead the fleet to the windward mark. Littler was never seriously challenged and eventually took the gun 170 minutes later some 2 minutes 5 seconds ahead. Behind there had been a fierce scrap with Hugh Carter and James Curnow switching places for 2nd and 3rd position. 4th to the windward was Alan Smith and behind him the last boat through the gate, No. 175 "Mary Jane" built in 1958 and still going strong with one of the youngest helms - Richard Bowen - in charge.

Although this day's racing had the minimum of drama, the top placings at the end of the day were full of interest, Blachford had made another supreme effort to pull up 16 places from an indifferent start and at this stage was second to James Curnow, with Nat Eynon 3rd and Littler 4th.

The 3rd race saw virtually identical weather conditions and by the evening, results were forming a pattern, Eynon was now leading at 7¾ points, after a fine win, Blachford was 2nd with 9¾, Littler 11¾ and Curnow's 8th dropping him to 4th overall.

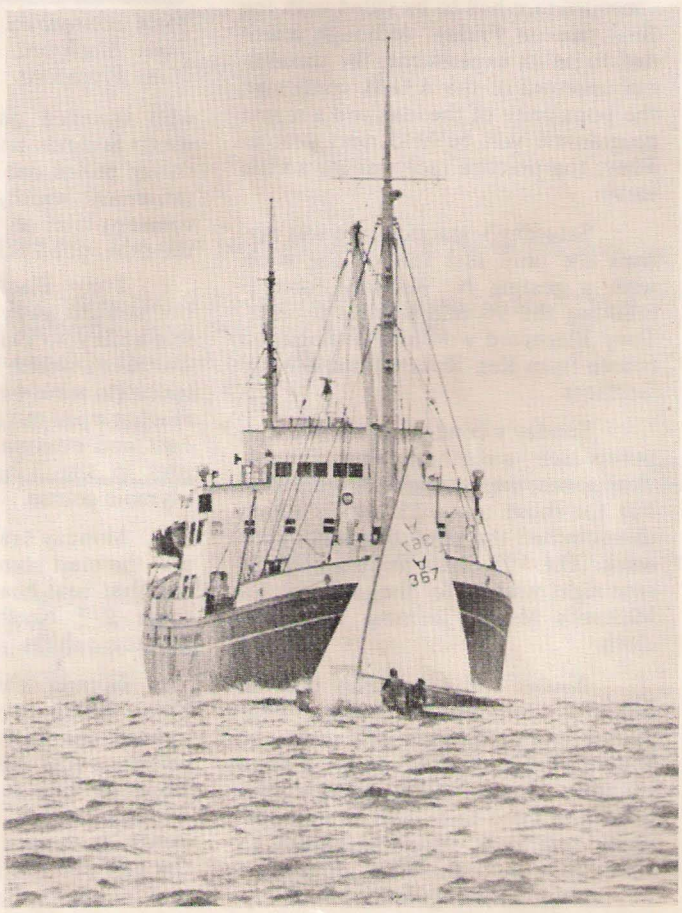
Eynon and Littler were the prominent pair in this race, each taking turns at the front until the final beat when Eynon just made the line in time. Blachford added another poor start to his list, 18th at the windward but yet again he picked up intervening places early in the race, 6 on the first triangle and a further 8 on the first downward spinnaker leg.



Rounding the leeward mark. Ken Robertson leads from Brian Littler (963), Alf Hawksworth (919), Don Pipes (521) and Paul Hosking (680).



Nat Eynon and Graham Boylan look relaxed and confident as they forge ahead to second place during Tuesday's race.



R. Hollingworth dodges in front of a local freighter making for Penzance.

The popular route for this, and indeed the previous races, still lay on a long port tack from leeward with an equally long starboard tack up to the windward, hopefully judging the lay line and tide correctly. As the wind slowly backed this judgement was seen to be lacking in a number of cases and it certainly paid to go more up the centre later on in the race. Class Secretary, Peter Agnew, distinguished himself by mis-judging the final tack and capsizing literally on the line. Committee boat staff thought this great fun and Peter was duly elected an Honorary Member of the Lagos Swimming club later in the day.

Wednesday was the turning point for the week. The wind had freshened to a force 4/5, still from a Northerly direction, but as the race progressed, the gusts became stronger to keep the rescue boats very much on their toes.

Blachford made a clean get-away this time and lead from start to finish - a devastating 5m 34sec lead in a 2hr. 17min race.

Eynon and Curnow enjoyed a private battle for second place, Curnow turning misfortune to advantage after an early capsize. He crossed behind the entire fleet on port and eventually landed the windward in 2nd spot just ahead of Eynon and Littler. Eynon chased hard, both boats flying spinnakers in the borderline conditions down to the wing mark opposite Penzance and then back out to sea on an even broader reach, dodging the numerous capsizes on the way. Eynon finally got away with Curnow and a host of other Mounts Bay boats close behind.

Within hours, the wind had died and for Thursday's lay-day, a flat oily clam prevailed, the hot sunshine giving everyone a well deserved lazy day in the knowledge that sailing would have been impossible anyway. The dinghy park was deserted and everyone disappeared into the countryside.

So the stage was set for the final showdown. With 3 results to count, Blachford had 5½ points, Eynon 5¾, Curnow 8 and Littler 9, leaving the championship stakes wide open.

A nerve racking 1½ hrs was spent waiting for a fitful force 2 to finally settle in a Westerly direction. All the front runners were nervous but only Blachford admitted to being actually spotted in the act of piddling over the side by the all-girl crew of "Promises Promises". The starting gun simultaneously sent Tony Powel away as gate boat and signalled the wind to back a good 30°, giving early starters a golden opportunity to reach down and lay the windward mark virtually in one, providing they tacked early. Nat Anderson, 2nd through the gate, quickly seized upon this change and was 3rd at the windward. Hugh Carter leading with Eynon 3rd and Blachford following.



Trio pulling away from the windward mark.

Places remained unchanged until the second triangle when Blachford's speed and skill pulled him up to the front with Eynon clinging tenaciously only yards behind. Whoever of these two won the race had the championship in his belt and each helmsman used every ounce of skill to try to gain advantage. Place swopping continued on virtually every leg until the end of the second loop when Blachford, just in the lead, managed to add those vital yards to the gap between the two of them and hold the lead to take the winning gun and the championship.

Throughout the week the social scene had centred on Mounts Bay club house, recently extended to accommodate the visiting masses. The balcony was the favourite spot in the warm evenings with a magnificent view of St. Michael's Mount, Penzance and beyond, providing the relaxation everyone needed. The two forays out of Mounts Bay were for the Championship dinner dance and the prize giving. The dinner dance was held in St. John's Hall, Penzance with the welcoming speech being given by Class Chairman, Mike Corbin and the response by Neville Noye Chairman of Mounts Bay sailing Club. Unfortunately the pop group were either unwilling or unable to alter the amplification, the resultant noise literally driving many people back to the relative peace of the club house.

St. Pirrans Hall, in the nearby village of Goldsithney was packed for the prize presentation by Lady St. Leven. Col. the Rt. Hon. Lord St. Leven, Club Commodore, thanked everyone for coming on behalf of the host club and Liz McKay, newly ordained as Class Secretary, reciprocated with a request that the Ospreys would be able to come again sooner rather than later.

IN CONCLUSION

Even if the winning margins have been getting less, Tony Blachford's third consecutive win eclipses previous class records. Fourth at Plymouth and runner-up at Mumbles were pretty good results as well and if the virtual monopoly of open meeting wins over the last three years is included, the picture is complete. However, at the end of the week Tony announced his intention to race keelboats next year and 'Infidel' was quickly sold.

Rumours abound about a possible new boat, but even if there is no new 'Infidel' next year, it is interesting to note that former champions do re-appear. This year John Matthews returned after three years absence and Mark Peak, winner at Mumbles, still plays an active part on the committee although not a regular helm. The other name associated with the championship title is of course Ken Robertson, four times winner since 1964 and very much a contender for another title as this year's sixth place shows.

It is not only the championship title which seems to remain with a handful of names - the same comment could apply equally to the next twenty or so places. Despite the highest ever entry only three new names crept into the top twenty this year, Brian Littler at fourth, Stewart Murdock at eleventh and Richard Bowen at fourteenth.

Thirty clubs were represented, again a record with Sussex well ahead with fifteen entries, Mount's Bay and Morecambe next with eleven and British Steel and Portishead tying for third place with seven apiece. Most other established clubs had four or five entries, Grafham being noticeable by the presence of three boats. Messrs. Murdock, Bonar and Summers each travelled the 1500 mile round trip to represent Scotland and several unfamiliar names - Helford River, Dreadnought, Locks and Worthing completed the list.

The 'Top Twenty' list repeats last years equal split between Mk 2 and 3 boats although six of this years batch were virtually brand new. Sail numbers and builders span a wider range with wood and G.R.P. enjoying equal popularity in the Mk III versions. Incidentally, both 1112 and 1113 were built last winter by Terry Greaves at his home near Hull. Proctor E masts dominate, but Needlespar have gained ground. With sails, Musto have made a remarkable come-back with six main/genoa suits compared with only one last year.

The special prizes went to Malcolm Woolcock (Novices), Richard Bowen (Stubley Trophy) and Mount's Bay, with placings of third, fifth and sixth convincingly won the team prize (Offer Cup).

Most visitors voted the week the best ever and great credit is due to the organising club and its team of helpers. Race Officer Herbert Philips set faultless courses and Ian Roxburgh can console himself that 63rd place was a modest price to pay for chairing such a professional organisation.



The all-girl team of Hilary Thomas (right) and Pat Collins with their aptly named boat.



Richard Bowen (right) and Stephen Popple, one of the youngest teams, helming one of the oldest boats – 175 'Mary Jane'.



The Lagos contingent takes a break from packing up their five boats for shipment back to Nigeria.



Lagos men Danny Mackenzie (left) and crew Brian Birkett.



Nick Houlding (right) and brother Mark with the replacement for 'Swingalong'



Filey members Ron Lorriman (left) and crew John Prosser.



The profiles will be familiar on closer inspection. Malcolm Stringer crews John Robinson. The boat is 1029 'The Pop Rivet Special' using borrowed sails.

TOP TWENTY GEAR:~

Pos'n	Boat	Type	Builder	Const'n.	Mast	Main	Genoa	Spinnaker
1	1085	Mk.3	McCutcheon	Wood	Proctor E	Musto	Musto	Musto
2	937	Mk.2	Westerly	Wood	Proctor E	Seahorse	Seahorse	Seahorse
3	1111	Mk.3	Westerly	G.R.P.	Proctor E	Musto	Musto	Musto
4	963	Mk.2	Westerly	Wood	Needlespar	Mountifield	Mountifield	Banks
5	1110	Mk.3	Westerly	G.R.P.	Proctor E	Musto	Seahorse	Banks
6	1117	Mk.3	Westerly	G.R.P.	Proctor E	Mountifield	Mountifield	Mountifield
7	902	Mk.2	Westerly	Wood	Proctor E	Musto	Musto	Musto
8	1075	Mk.3	Westerly	G.R.P.	Proctor E	Musto	Musto	Banks
9	900	Mk.2	Westerly	Wood	Needlespar	Seahorse	Seahorse	Seahorse
10	1114	Mk.3	(Home-built)	Wood	Proctor E	Mountifield	Seahorse	Musto
11	740	Mk.2	Farquarson & McNaughton	Wood	Proctor E	Musto	Musto	Musto
12	1113	Mk.3	(Home-built)	Wood	Needlespar	Mountifield	Mountifield	Mountifield
13	*680	Mk.3	Westerly	Wood	Proctor E	Musto	Musto	Mountifield
14	175	Mk.2	Bell	Wood	Needlespar	Mountifield	Mountifield	Banks
15	894	Mk.2	Westerly	Wood	Proctor E	Miller/Whitworth Mountifield	Mountifield	Mountifield
16	*919	Mk.3	Westerly	Wood	Elvström	Dolphin	Dolphin	Dolphin
17	1008	Mk.3	Westerly	Wood	Proctor Beta	Seahorse	Seahorse	Seahorse
18	1112	Mk.3	(Home-Built)	Wood	Proctor B	Mountifield	Ace of Clubs	Musto
19	922	Mk.2	Westerly	Wood	Proctor E	Musto	Musto	Banks
20	1015	Mk.3	Westerly	G.R.P.	Proctor Beta	Seahorse	Seahorse	Seahorse

*Converted Mk.2

RESULTS IN FULL...

Posn.	Boat No.	Name	Helmsman	Club	Sun.	Mon.	Tues.	Wed.	Fri.	Pts. with Discard
1	1085	Infidel	T. Blatchford	Lymington Town	¾	5	4	¾	¾	6¼
2	937	Superstar	N. Eynon	British Steel	3	4	¾	2	2	7¾
3	1111	Four One And All	J. Curnow	Mount's Bay	2	3	8	3	8	16
4	963	Loverinlaw	B. Littler	Sussex	9	¾	2	9	6	17¾
5	1110	The Secretary Bird	M. Woolcock	Mount's Bay	7	9	13	6	3	25
6	1117	The Floating Pound	K. Robertson	Mount's Bay	15	13	11	5	10	39
7	902	Action Replay	T. Powell	British Steel	24	6	7	10	21	44
8	1075	Motionless	P. Johnson	Mount's Bay	13	14	R	4	13	44
9	900	The Magic Dragon	G. Dean	North Devon	21	8	6	14	17	45
10	1114	Just Pogo	W. Gardiner	Morecambe & Heysham	5	35	3	11	27	46
11	740	Mercury	S. Murdoch	Wormit	12	12	5	21	R	50
12	1113	Wings	T. Greaves	Hornsea	6	23	12	18	14	50
13	680	Mustang	P. Hosking	Mount's Bay	19	21	9	32	18	67
14	175	Mary Jane	R. Bowen	Sussex Motor	14	7	24	24	23	68
15	894	Medicinal	H. Carter	Lymington Town	DNS	2	46	19	4	71
16	919	Pink Panther	A. Hawksworth	Chase	25	25	20	7	20	72
17	1008	Crackertoo	G. Iddon	Morecambe & Heysham	4	18	37	13	37	76
18	1112	Yetu-Nutha	M. Anderson	Hornsea	44	48	10	20	5	79
19	922	Suzy Too	N. Noy	Mount's Bay	8	R	34	13	24	79
20	1015	Taste of Honey	A. Mackay	British Steel	11	32	15	23	41	81
21	834	Wardance	J. Haddock	Filey	47	11	36	30	9	86
22	1082	The Black Pig	L. Fryer	Portishead	22	36	D	12	16	86
23	665	Bewitched	M. Lambert	Mengeham Rythe	16	30	48	28	22	96
24	938	Drongo	A. Smith	Hornsea	27	15	45	R	11	98
25	1065	Misty Star	M. Corbin	Lymington Town	23	17	32	26	DNS	98
26	521	Geronimo	D. Pipes	Chase	18	39	79	16	36	109
27	759	Bucephalus II	B. Summers	Royal Tay	33	47	R	8	25	113
28	854	The Flying Machine	J. Clark	Chase	57	28	28	25	33	113
29	723	Nadine	J. Mathews	Mount's Bay	10	R	50	22	32	114
30	1107	Tornasunder	J. Torrance	Creeksea	35	16	17	48	68	116
31	1094	Felussi	D. Mackenzie	Lagos	43	20	22	D	34	119
32	1104	Te Rauparaha	M. Barnett	Lagos	37	24	15	R	55	132
33	1120	In For a Penny	N. Houlding	Sussex Motor	38	73	19	47	31	135
34	888	Pieces of Eight	P. Stubley	Lymington Town	39	29	54	R	15	137
35	805	Granny	R. Shaw	Creeksea	65	46	29	33	29	137
36	700	Female	M. Mooney	Hornsea	32	43	27	R	39	141
37	908	Bamboozle	H. Firley	Poole	30	33	58	35	46	144
38	1088	Renegade	R. Bidmead	Stone	60	74	21	39	26	146
39	1006	Wildebeeste	C. Bonar	Royal Tay	R	10	14	R	7	147
40	1083	The Scarlet Lady	K. Carroll	Morecambe & Heysham	40	60	23	27	DNS	150
41	1086	Purple People Eater	F. Peacock	Morecambe & Heysham	28	41	33	63	51	153
42	1105	Hatari Tu	M. Forster	Lagos	72	63	35	38	19	155
43	936	Zeus	P. Agnew	Mount's Bay	26	61	40	R	28	155
44	1115	Gandalf	K. Toole	Morecambe & Heysham	53	42	25	37	R	157
45	1123	Dark Horses	R. Smith	Sussex Motor	46	25	59	40	47	159
46	1051	Boobs II	D. Andrews	Grafham Water	62	34	39	43	48	164
47	1007	Elizabeth R	J. Rayner	Filey	45	44	41	44	50	174
48	1053	Y-Knot	A. Clayton	Tees	36	55	44	42	R	177
49	768	Sirocco Two	T. Kirchin	Sussex Motor	55	65	68	15	49	184
50	1106	Giwa Ruwa	T. Clare	Lagos	42	R	72	41	30	185
51	1004	The Think Tank	F. Wilson	Sussex Motor	51	22	65	57	59	189
52	481	Thunderbolt	C. Jarvis	Portishead	29	62	63	R	35	189
53	901	Only Two Can Play	D. Hoare	Portishead	41	52	30	R	67	190
54	793	Wandering Star	O. Chess	British Steel	31	38	49	R	73	191
55	868	Bullet	K. Byers	Morecambe & Heysham	20	19	R	R	38	196
56	1056	Not Only But Also	P. Jones	Stone	71	31	57	55	54	197
57	1122	Double The Trouble	M. Walter	Ogston	85	40	51	36	71	198
58	1116	Malona	T. Davies	British Steel	49	69	47	R	40	205
59	867	Nereus	D. Randles	Sussex Motor	52	53	69	34	DNS	208
60	903	Kestrel III	P. Dovey	Stewartby Water	58	37	62	58	61	214
61	1040	Too Much	M. Blanchard	Portishead	82	64	53	54	43	214
62	1003	Yorkshire Pudding	R. Lorriman	Filey	50	86	61	31	75	217
63	943	Nicola V	I. Roxburgh	Mount's Bay	17	70	18	R	DNS	224
64	1043	Money A Mickle	K. MacDonald	Tees	84	59	67	56	42	224
65	311	Stepaside	B. Martin	Sussex Motor	34	50	26	DNS	DNS	233
66	1020	The Pop Rivet Special	J. Robinson	Tees	48	27	R	R	44	238
67	1059	Bluebottle	C. Chapman	Mount's Bay	63	51	R	R	12	245
68	1069	Escape	P. Kenworthy	Hickling Broads	74	84	76	53	45	248
69	1017	Last Tango	D. Field	North Devon	68	76	66	67	52	253
70	1103	Cougar	A. Oakes	Stewartby Water	73	91	83	29	69	254
71	631	Varoomshka	M. Jakeways	Grafham Water	88	82	38	64	78	262
72	1077	Tri Ardour	P. Harrison	Worthing	79	58	60	65	80	262
73	886	Danyara	P. Searle	Lagos	97	R	31	60	76	264
74	1076	Great Expectations	C. Bryant	Mount's Bay	56	54	42	DNS	R	267
75	669	Rossy Boy	D. Pugh-Bevan	British Steel	54	94	R	R	53	267
76	884	Hairy Handful	A. Filipinski	Mengeham Rythe	78	75	R	49	66	268
77	771	Sorcerers Apprentice	P. Iles	Portishead	64	100	87	46	74	271
78	1063	The New Look	G. Littlejohns	Sussex Motor	87	101	56	72	64	279
79	811	Acid Test+	D. Meacham	Morecambe & Heysham	90	87	R	45	58	280
80	1009	Finger Licking Good	P. Badger	Mount's Bay	75	88	70	50	87	282
81	489	Nutcracker	P. Denley		69	77	85	52	R	283
82	722	Blyth Spirit	M. Clack	Filey	67	72	77	68	85	284
83	663	Zebedee	N. Widdup	Morecambe & Heysham	81	89	78	66	62	287
84	742	Boo	B. Cleal	Mengeham Rythe	83	71	43	R	90	287
85	1101	Storm Bringer	R. Mant	Stewartby Water	70	90	75	69	79	293
86	1070	Argonaut	M. Scurr	Dorman Long	66	67	88	R	77	296
87	597	Jehu	G. Lambert	Chase	61	98	84	R	60	303
88	1090	Pollution Solution	M. Whiteman	Ogston	80	68	89	71	84	303
89	466	Even Charlie	C. Gillow	Morecambe & Heysham	76	57	64	R	111	308
90	695	Antares	M. Graham	Minnis Bay	R	80	55	R	57	308
91	1055	Izacomin	N. Olivant	Portishead	89	96	93	51	81	314
92	604	Just Lucky	N. Bradshaw	Sussex	99	66	74	76	99	315
93	918	Misers Hoard	P. Howe	Sussex Motor	86	110	92	75	63	316
94	765	Seeadler	J. Melville	Minnis Bay	R	78	71	R	DNS	321
95	550	Tipsy Too	A. Leend	Mumbles	77	93	81	R	72	323
96	629	Mouser	L. Greenham	Portishead	91	81	94	62	89	232
97	529	Ripple	C. Sheath	Sussex Motor	105	79	82	70	95	326
98	435	Cecilia	J. Lilley	Sussex Motor	R	85	97	59	92	333
99	198	Blue Noon	C. Stacey	Mumbles	R	49	90	R	82	337
100	464	Scarlet Runner	J. Hunter	North Devon	DNS	83	73	R	65	340
101	704	Phyllosan	D. Unsworth	Creeksea	92	56	80	R	R	343
102	959	The Shape of Things to Come	V. May	Morecambe & Heysham	59	DNS	52	R	R	345
103	1032	The Big Spender	S. Simpson	Mumbles	94	92	88	73	98	347
104	1084	Alchemist	P. Thomas	Chase	R	45	R	R	70	350
105	1031	Shadowfax	J. Beatty	Morecambe & Heysham	102	95	91	74	93	353
106	367	Happy Days	R. Hollingsworth	Helford River	103	109	95	81	97	356
107	719	Bianco	B. White	Sussex Motor	93	105	100	R	83	381
108	840	Promises Promises	H. Thomas	Locks	98	99	101	R	88	386
109	738	Surfrider	C. Martin	Lymington Town	106	115	107	77	102	392
110	735	The Susan	K. Tarry	Sussex Motor	96	107	96	R	101	400
111	110	Misfixit	A. Goldsmid	Stewartby Water	101	103	99	R	104	407
112	744	Shoestring	C. Wright	Mumbles	107	102	98	R	103	410
113	904	U Wot	M. Gilbody	Hornsea	R	97	102	R	100	415
114	156	Vampirella	R. Edwardson	Grafham Water	DNS	104	103	D	86	416
115	449	Haveuever	D. Edwards	Creeksea	108	111	105	R	96	420
116	1087	Attilla	D. Harrington	Creeksea	104	108	R	R	94	425
117	800	Rampant Lady	G. Flint	Ogston	95	106	R	R	DNS	440
118	322	Blackjack	I. Madeley	Ogston	100	112	108	DNS	127	443
119	812	Proof Spirit	R. Matthews	Mumbles	R	R	DNS	R	91	446
120	603	Florin	R. Allen	North Devon	DNS	113	104	R	R	451
121	753	Sunshine Girl	P. Marshall	North Devon	R	114	105	R	DNS	455
122	353	Sixpence	L. Martin	Dreadnought	DNS	DNS	DNS	R	R	480
123	1121	Atlanta	D. Andrew	Swanage	DNS	DNS	DNS	DNS	DNS	492

DNS – Did Not Sail R – Retired D – Disqualified

LIZZIE'S PAGE

WISHING ALL MEMBERS A HAPPY NEW YEAR

Since I became Secretary I certainly have found myself very occupied with correspondence and the running of the class. Peter Agnew provided the class with an extremely good system which has given the class strength.

The next daunting task that faces me in the near future is collecting the subscriptions – prompt payment with the enclosed membership form will make life a little easier, and benefit yourselves in the end.

The Osprey Association will not be attending the Boat Show at Earl's Court this year. Nevertheless Westerly Boats have said that they will exhibit an Osprey hull 'standing on end'.

At Picketts Lock Exhibition on the 19/20 March we will have 2 Ospreys and hope that members will come along and bring friends. This was a lively and extremely successful exhibition for dinghy sailors last year.

I am looking forward to sailing regularly in 'Taste of Honey' in 1977 and hope to get around and meet members as much as possible at the Open Meetings.

The best of luck to everyone in the coming season .....

Liz

Boats for Sale. I frequently get asked about boats for sale and have therefore decided to compile a list. I will be glad to let people have copies (S.A.E. please), but if your boat is put on the list, please let me know when you sell it.

Sweat Shirts. These are £4.50 each, not £3.00 shown on the membership form.

Sunday, 21st November. B.S.C.S.C.

THE FALL OF THE GREAT DICTATOR
..... or The Budgie that died like an Osprey

"Who's pretty boy then, Joey?" the budgie answered pat,
"You, of course, Oh Master – you my lovely Nat.
You win all the races with consummate ease and grace,
Break hearts and demolish Strongbow at an equally fierce pace.
You make it look so easy with just here and there a tweak.
Please let go, Oh Master, those hot pliers hurt my beak."

Every race a challenge, like a one-sided war,
Who will be second to this mighty 'Superstar'?
Strong men have flown their colours, expended cash and time,
All to no avail to date, to end thus run of crime.
Tony "Ferryside" Powell a fierce hate did nuture,
Bought himself "Infidel" – an investment for the future?

Tony "the Doc" Davies conspired to do his Worst
Bent his brains in double and built his garage first.
He then produced an Osprey, a full twin to Infidel,
But "Superstar" ignored it and "Tomorrows World" as well.

There was no stopping Eynon, he was the man to beat
The best, most-hated, captain in the Osprey Fleet.
Other helmsmen lived in terror of mighty "SUPERSTAR"
Down-trodden and oppressed were they, like Nat's pet Budgerigar.

Back in the compound confines emerging was the man,
Old and staid and past it, and pale and drawn and wan,
"I'm sick of all Nat's antics and sick of Superstar,
We'll sort him out with 'Chaotic' " said Ken Crew – like Lochinvar.

We'll not bore you with the details, suffice is just to say,
"Superstar was passed from behind, upwind, the time had come to pay,
The rest of the fleet observing "Chaotics" heroic bid,
Took heart from the old man's gamble and passed him too – no kid!

Superstar was finally humbled, it's reign of terror run,
Shorten course, O.O.D., for Gawd's sake give Chaotic the winning gun.
Even Graham, the Devils Disciple, turned nasty – "You fairy. You gnome. You elf"
Give me that Osprey tiller – I'll helm the thing myself."

Such is the way with dictators; how terribly hard they fall
Like David slaying Goliath, with no help from Seahorse at all.

Nat left for the Rhondda Valleys clutching his battered "Superstar"
And vented his spleen on his budgie with a bucket of hot boiling tar.

" Tell me little budgie, tell me if you will.
Who is the best helmsman down the Pond – ?"
And the budgie shouted – "BILL" ---

Compiled by a local rival, name and address supplied.



Your committee line up at Birmingham, 6th November 1976. Left–right: Wally Gardiner, Bob Bidmead, Brian Littler, Nick Houlding, Ian Roxburgh, Tony Blachford, Maurice Whiteman, Ian Proctor, Liz Mackay, Mark Peek, Peter Agnew, Mike Corbin, Chris Martin, Graham Boylan, Ken Robertson, Alan Smith.

NATIONAL OSPREY CLASS ASSOCIATION

Income and Expenditure Account for the Year Ended 31st December 1975

1974 £	£		£	£
1089		Subscriptions for 1975		1195.36
135		Commission on Insurance		153.77
103		Royalties		131.56
15		Bank Interest Received		12.07
89		Donations		112.73
378		Osprey 1000 draw		–
23		Deficit on sale of ties, T-shirts, badges & pennants		(41.86) dr.
		Sail raffle		45.11
		Surplus on 1975 Championship		200.14
		Bond Interest		21.94
1832				1830.82
		Printing and Secretarial Expenses		
	150	Year Book Printing less Advertising Revenue	428.57	
	510	News letters	285.97	
	245	Other Printing, stationery and telephone	114.45	
	151	Postages	266.12	
	1056		1095.11	
	110	Main Committee Expenses	89.35	
	50	Contribution to Regional Committees	20.00	
	118	Class Promotion Expenses	243.40	
	15	RYA Subscription	60.00	
	5	Trophy Insurance	5.00	
	7	Trophy Engraving	21.24	
	1	Bank charges and interest	6.83	
	–	Boat Show Expenses	28.00	
1362	–	Replica cups and Gift Pennants to Host Clubs	44.45	1613.38
470		**BALANCE BEING EXCESS OF INCOME OVER EXPENDITURE**		217.44

NATIONAL OSPREY CLASS ASSOCIATION

Balance Sheet as at 31st December 1975

£	£		£	£	£
		Current Assets			
	166	Cash at Bank – Deposit Account		177.86	
166	–	– Current Account	84.51		
		deduct 1976 subs received	80.50	4.01	181.87
10		Sundry Debtors and Prepayments			
500		Local Authority Bond at cost			500.00
676					681.87
		Deduct			
		Current Liabilities			
	159	Sundry Creditors and Accrued Expenses		76.84	
288	129	Bank Overdraft		–	76.84
388		**Excess of Assets over Liabilities**			605.03
		Represented by:			
		Accummulated Fund			
(82) dr.		Balance as at 1.1.75			387.59
470		Excess of Income over Expenditure for the year			217.44
388		**Balance as at 31.12.75**			605.03

I have prepared the Balance Sheet and Income and Expenditure Account from the books and vouchers of the National Osprey Class Association and certify them to be in accordance therewith, subject to the treatment of Stocks of Ties, T-Shirts, Badges, and Pennants which have been written off and not evaluated for Balance Sheet purposes.

ALAN SMITH A.C.A. (Hon. Auditor)

Note: Due to the then Auditor's illness, these accounts were not available for the A.G.M. and have therefore been included with this Newsletter.

ODD JOTTINGS

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

On the open meeting scene, as reported elsewhere in this issue, Tony Blachford and Brent Strickland have again dominated all courses in all types of weather. Now that Tony has sold his boat, we can only hope that he can beg, borrow or steal an Osprey for next season's meetings, otherwise winning an open meeting in the southern half of the country will have something of a hollow ring about it. I feel, and I'm sure other helms will agree, that half the fun of meetings over the last three years has been the anticipation of beating 'Infidel' and the rest of the fun after the meeting is over, is deciding where you went wrong and plotting 'Infidel's' downfall next time.

A fellow sailor from another class considered that the top end of the Osprey class must be stagnating as we have had the same champion for three years running. Is this the case, or do we have a champion of exceptional ability? Of the other performance classes I can only think of the Flying Dutchman as a parallel case, where Rodney Patterson has held the sway for a number of years. The Fireball's and 5-0-5's have a regular turnover of champions, as do most other classes. Had Tony kept his boat, a slogan for next year could well have been 'Crusade against the Infidel' – corny, but not bad for the spur of the moment.

An interesting point concerning the fall of the pound against the dollar is the way it has affected the price of our sails. Much of the cloth used in dinghy sails is of American manufacture and British sailmakers are having to cope with an ever increasing import bill – 8-12% in the last four months alone. Consequently, English terylene is becoming popular again. I used a terylene main last season and noticed no difference with the previous season's dacron sails, although the former material is probably some 12% cheaper.



This was the scene in 1971, with Peter Agnew in 664 getting a fine start through the gate. No. 700 behind was helmed by John Swarbrick with Ken Robertson, the eventual winner in 760. The oldest boat competing was No. 2, the newest No. 865.

1977 NATIONAL CHAMPIONSHIP

FILEY BAY, EAST YORKSHIRE. AUGUST 6th–12th

PRELIMINARY NOTICE

The Officers and members of Filey Sailing Club invite you to take part in the 1977 National Championship, to be held in Filey Bay, E. Yorks.

The following notes give a brief picture of the club and the town of Filey.

Sailing Water:– Filey Bay is several miles across, ideal for Championship racing. All races will take place well out to sea, in clear winds.

Racing Programme:– Last year's schedule will be repeated with points races on Sunday, Monday, Tuesday, Wednesday and Friday. Thursday will be a 'lay day' unless a previously cancelled race has to be sailed. The practice race will be on Saturday afternoon, starting earlier at 16.00.

The Club:– Filey Sailing Club was founded in 1951 and has been associated with the Osprey since it first appeared a few years later. Twenty years ago club member Ray Green built No. 62 and has continued to build boats for local members including two Mk.3s. Class racing started in 1961 and the fleet gradually grew to over thirty boats in 1972/3, before steadying to about 25. The club hosted the 1971 Championship with an entry of 110 boats, just 8 short of the previous year's record.

The Clubhouse is located in an elevated position in the north-west corner of the Bay with superb views out to sea, is five minutes walk along the beach from the coble landing and less than ten minutes walk from the town centre. Car parking is now available on the cliffs immediately above the club. Boats can be launched from the beach at all states of the tide.

Social Programme:– Most events will be held in Filey, but the Association Dinner Dance has been booked in Scarborough, with coach transport available from Filey.

The Town:– Filey is an unspoilt seaside town, little altered since its Victorian heyday. All shops and amenities are available, with good bus and rail services to nearby coastal resorts. The beach is one of the finest in the country, gently sloping, free from rocks, several miles in length and is ideal for the family.

The Surrounding Countryside:– Filey is on the edge of the Yorkshire Wolds which terminate in the high cliffs of Flamborough Head. There are literally dozens of short walks and drives. York, Whitby and the North Yorks Moors are all less than an hour away.

Accommodation:– A guide is enclosed. Early August is the traditional holiday time for most of Yorkshire and early booking is absolutely essential. Caravan accommodation is available virtually next door to the club (see p.15 in the guide).

The Victoria Hotel has now closed and there is no suitable hotel large enough to 'block book' for the 1977 Championship. However John Gilpin will be pleased to help with queries concerning accommodation. His address is:– Tinker's Close, Bedlam Lane, Arthington, Nr. Leeds, Yorks. Tel. Harewood 370.

Entry Forms:– Will be sent late March. If you have any queries, other than accommodation, contact John Rayner at 19 Clifford Road, Boston Spa, Wetherby, Yorks. Tel: Boston Spa 842860.

Tom Barnard reports:

It was in the autumn of 1975 that I first had the idea of producing a "kit" for the wooden Mark Three. I knew quite a bit about the Bell Woodworking Mark Two already and armed with every available drawing from the R.Y.A. I began work. News of my venture reached the Association and I was asked if I could produce a part built boat to display at the Picketts Lock Dinghy Exhibition. This was achieved with hours to spare and Ian Peck and I were still glueing and screwing the topside planks to the stringers the night before we were due to load. I found the Exhibition very rewarding – not only was there a very genuine interest and goodwill towards the all wood Osprey but I was also inundated with information from owners and would-be owners. The commonest problem, and certainly the one that took up most of my time, was the question of bow chutes. I came away from the weekend convinced that the amateur builder had to be provided with a spinnaker chute system that was simple to fit and very strong.

Although I had hoped to have 'Atalanta' ready for the "Opener" at my local club it was in fact June before we launched her. Then, to my horror, the first ominous signs appeared – slowly, daily, the short parallel cracks began appearing, on foredecks, side decks and tank sides. The worst had happened. The 5mm Khaya Ply with its beautiful grain pattern was faulty and bit by bit the top veneer was breaking up. I decided to leave it until the winter and continued racing, tuning and experimenting.

After a few weeks and with some success in Club racing I felt the time had come to try an Open Meeting, and 1121 was entered for the Poole Yacht Club event with Andy Littlejohn as helmsman assisted by a very lightweight crew. Andy left Poole declaring that he was most impressed by the boat. He was studiously polite about the gear failures, the port Barber Hauler on Saturday, the starboard Barber Hauler on Sunday morning and the spinnaker patch on Sunday afternoon. I, for my part, sympathised with him for his three capsizes and the jib sheet jammed in the mast ram.

Next, Lymington and here again problems. Mike Corbin set out in Atalanta for the first (and only) race. He had never sat in her before. There had been no chance to tune. After the windward mark second time round they were lying in 4th spot only to find the spinnaker sheets wrapped round the sail and after losing four places during a hazardous sort-out on the foredeck they held 8th place to the line. Not too bad with 43 Osprey entered and in conditions that were only two knots off cancellation.

Now I am back at the drawing board, making a few adjustments for next year. The rudder will be wider. The hull will get the finish coat we never managed to put on in our hurry and I may re-deck her.

Weight? Well I used Thames Makore on purpose, but it is very heavy ply and I now realise that some excess weight occurred around the boat which could be removed quite legally. The next one will be built of Reliaply and will need correctors even with all the gear we carry. Talking of gear the present set-up is as follows:

Hull – Built by Ian Peck and Tom Barnard from a standard Barnard kit with no special concessions to weight. 8 & 6 mm Makore, 5mm Khaya. Spinnaker chute. Maxi bailers. Toe straps helm only.

Proctor E Mast with internal shrouds. Aerofoil spreaders.

2632/6 Boom with internal outhaul, Hexagon section.

Proctor pole – Self stowing through shockcord inside boom. Self stowing downhaul.

Microtec mast ram.

RWO/Proctor kicker lever.

Cunningham control.

Barber Haulers.

Control lines yellow, red, blue & black from Seasure jammers on inwale fillets via microblocks to equipment and across to opposite side.

RWO track and mainsheet jammer. Miniature mainsheet blocks on strops (size to be increased).

Musto single patch spinnaker blue, white, blue (seven stripes). Musto main and genoa.

Spinnaker sheeting aft to transom, back along tank faces and across to twin jammers on centreboard case.

Centreboard mahogany.

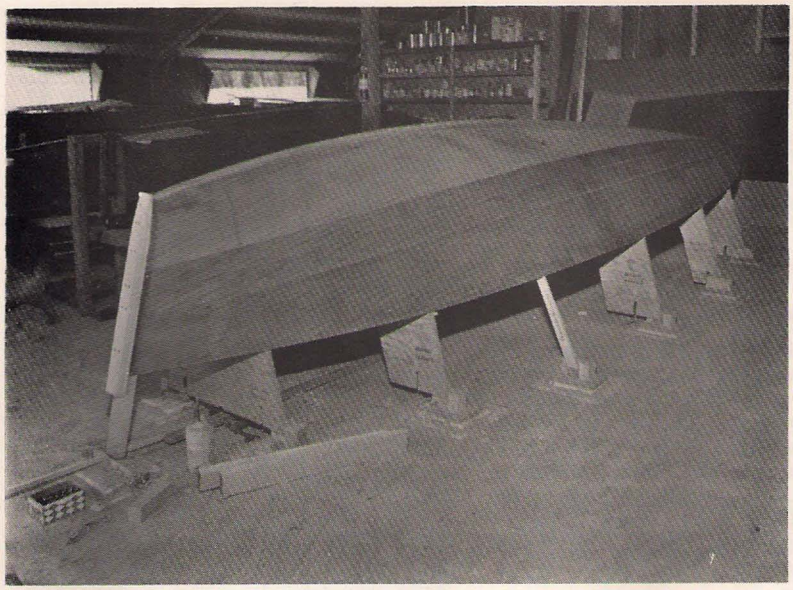
Rudder 8", now increased to 10" laminated, Rondar 505 stock, 61" x 1¼" alloy tiller, 36" Boyce extension.

Trapeze conventional adjustment, (we abandoned our continuous system as I found it awkward).

It is worth mentioning that the complete new plans (produced with Ian Proctor's advice and assistance and with the kind permission of the R.Y.A.) the templates, building frames, parts list, fittings list, (for 1121) and all possible advice on building from scratch are now available. Lots of people have written, some have bought plans and at least ten new Osprey will be started in the first twelve month period including a syndicate in Northern Ireland.

A conversion kit for the Mark 2 is about to be announced.

N.B. For further reading on this subject, the July, August and September 1976 issues of 'Boat' contain excellent articles.



Three photos showing No. 1121 under construction. Top photo shows hull on building frames ready to be turned over.



Offering up the thwart to check size. The butt joint between the two parts of the tank face is covered by a vertical piece of mahogany to attach the track ends.



Fairing off the mast blocks and half-deck beams to take foredeck ply.

BUILD YOUR OWN MARK III OSPREY IN WOOD

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CLUB NEWS...

Creeksea S.C.

The season started at Easter with a first class weekend trip to Scharendijke Sailing Club in Holland.

The main racing calendar has been broken down into two series – an Osprey Points Series and a Handicap Series run in conjunction with the Wayfarer fleet. Colin Armstrong in 333 won the Handicap prize.

In addition there are odd days racing throughout the year for separate trophies. The Seamanship Trophy is a light-hearted affair and was won by Bill Letton in 565, with Robert Shaw in 805 taking the Tankard Trophy.

It is hoped that 1977 will see an increase in numbers. Several boats are for sale and a year's free subscription will be offered to any buyer prepared to sail at Creeksea. Robert Shaw is exchanging 805 for a new G.R.P. Mk.3 and Tony Hodges is currently working on a wood Mk.3 built locally by Eric Robinson. Dave Unsworth plans to convert 704.

During the winter months construction of the new starting hut should commence to give a permanent base and improved amenities for the racing staff. Thanks must go to Les Shaw and the committee for eighteen months of bargaining, negotiating and arm-twisting with the Landlords and Local Council to obtain the necessary permissions.

Points Series Results

Spring Series

1st	646	N.J. Cross
2nd	565	W. Letton
3rd	805	R. Shaw
4th	333	C. Armstrong

Summer Series

1st	1087	D. Harrington
2nd	333	C. Armstrong
3rd	565	W. Letton
4th	617	R. Coombs

Tony Hodges

Morecambe & Heysham Y.C.

With Gerald Iddon laid up after his back operation and one or two boats being sold, the season has come to a quiet end.

Ken Carroll's 1083 'Scarlet Lady' has been purchased by Ron Bentham, a former Glasson Osprey helm some years ago. The boat will be staying in the club.

At the annual Dinner Dance Wally Gardiner collected most of the Trophies, the rest being divided between Ken Carroll and Keith Byers, with a special award for Vernon May.

Some work has been completed to extend the dinghy park and shorten the haul to the water, but the long-awaited shower block is still beyond the reach of funds.

Paul Sewell

Portishead

Lloyd Fryer in 1082 'The Black Pig' has maintained form throughout the season to win the class trophy, second overall in the Welsh & Midland Championship being another success this season. Leighton Greenham has sold 629 to fellow member Ian Freeman and is considering replacement with a Mk.III. Class racing has ended but the Handicap series continues until January, with a warm welcome for any visiting Osprey owners.

Mike Blanchard

Royal Tay

Ian Steven sends a melancholy note from Scotland. Fewer helmsmen supporting class racing, means demotion next year to handicap status, loss of class status means fewer helmsmen which in turn reduces the number of Ospreys in the club. Regulars this year have been Chris Bonar, Brian Summers and Ian Steven, with John Geddes and Stuart Murdock making up numbers for Regattas.

Brian is now engaged to Pat Edwards and is moving to Inverness, whilst crewman Eddie Thompson's wife Elaine (Ian Steven's crew) is expecting their first addition. Little has been seen of two other erstwhile regulars, Jim Galletly and Doug Philp. Apart from these and other minor setbacks the class (or what remains) is fine.

Ian Steven

Lymington Town

Tony Blachford has sold 'Infidel' to Tony Powell at British Steel and may well be campaigning a ¼ tonner in the Solent next year. Mike Corbin's 'Misty Star', now in the very capable hands of Chris Martin, and Mike may likewise forsake the class in favour of keelboat racing. John Claridge of International Moth fame now owns No. 436, renamed 'Moth Spray' and with new sails has been sailing consistently well.

Despite the loss of two well known helmsmen, hopefully only on a temporary basis, the class continues to expand with over twenty boats in the park and at least 12 anticipated for the Frostbite Series.

The Sunday Points Series was won by Hugh Carter in 894, Peter Stubley second in 888 and Alan Sharpen third in 627, with the same three helmsmen featuring in the Dinghy Handicap Series.

Peter Stubley

Filey

Some 8–10 boats have supported the Sunday Racing with Jim Haddock and Chris Moore finding form to win virtually every race in 834 'Wardance'. Ron Lorriman in newly acquired 'Mr. Magoo', No. 1068 managed to beat Richard Plowright to come second in the final series.

Three new Mk.IIIs are on order - for Chris Paxton, Peter Beaumont and Richard Plowright for next season to spearhead the home teams attack on the National Championship Trophies and with a series of 'tap-room talk-ins' scheduled for the winter, the fleet waits with enthusiasm for next August.

John Littlewood

Sussex



Terry Kirchin seen off the Sussex coast with his latest boat 768 'Sirocco Too'. Photo – Hal Bowen.

Sussex boats travelled far and wide this year, fifteen supporting the Nationals, with others visiting Burnham, Poole, Hornsea and Lymington. A transome count at the end of the season showed a fleet of 19, Brian Littler taking the Sunday Challenge Cup and Frank Wilson the Earley Bowl.

For 1977 the club will continue regular sea racing over olympic-type courses, but to give more racing for less travel, two races, starting at 11.00 and 15.00 will be scheduled for a trial period starting in May. The 'summer' season will open on or about March 20th.

Space in the dinghy park is limited, but there is room for a few more Ospreys next year.

Stewartby W.S.C.

In a season predominated by light weather, Peter Dovey and crew John Ward won the Osprey class trophies with Roger Mant in No. 1101 a close second. Ian Wilkins who has pioneered the class at Stewartby for the last four years has purchased No. 870 to replace the faithful 463. The first class open meeting is to be staged next May.

Peter Dovey

Chase S.C.

There has been very little Osprey racing these last few months due in the main to lack of water, Alf Hawksworth (rumoured to be after a new boat), Tom Roberts and Don Pipes are now sailing at Blithfield and hope other Osprey sailors will join them there.

Don Pipes

Blithfield S.C.

There is an opportunity to establish a fleet at Blithfield and all interested owners are asked to contact Alf Hawksworth (address below). Several Ospreys have already joined to form a nucleus.

Blithfield S.C. is on Blithfield Reservoir, about 6 miles from Rugeley in Staffordshire. The sailing water is excellent, unaffected by shallows or draught – ALF HAWKSWORTH (Address – 'The Old Crossing', Denstone, Uttoxeter, Staffs.)

British Steel Corporation S.C. Port Talbot

1976 has been another good season with the Osprey going from strength to strength and the fleet now numbering 18. About ten boats turn out regularly for the frostbite series.

The fleet includes three Mk.3 G.R.P. boats and both the McCutcheon craft, Tony Powell acquiring 1085 to join Tony Davies 1116, both boats having the distinctive clear varnish finish hulls.

Welsh Osprey owners had their annual migration to West Wales during the summer weekends with considerable success in local regattas. Few people realise how enjoyable the Tenby, Ferryside and Saundersfoot Regattas are with a lot more going on trying to get over the line first – sleeping in your tent, car or boat is compulsory at all West Wales meetings!

Alistair MacKay

North Devon Y.C.

The N. Devon fleet cannot count 1976 as one of its most successful years. The hardcore for many years has almost to a man taken the retrograde step to cruisers! This has left an effective fleet of some twelve boats, with several more 'sleeping' members.

Turnouts have averaged five to six boats for the three weekly races. Captain Jimmy Johnson continues to win most events. All efforts to tempt him to open meetings have so far failed, but should he decide to travel, the leader boards could well change.

Peter Noblett has purchased 663 from Morecambe and Gordon Smith has decided to redeck rather than sell, both promising signs for 1977. Geoff Dean has represented the club at several meetings, the Mount's Bay events being particularly enjoyed.

Geoff Dean

Stone S.C.

The points series was won convincingly by Jeff Franklin in 1018, with Peter Jones next in 1056 and Bob Bidmead third in 1088.

TONY BLACHFORD writes



Tony Blachford and 'Infidel' at Mount's Bay.

The following tips are intended to help the Osprey owner who is keen to make his boat go fast, but doesn't know where to start. These tips are purely a matter of opinion, and I am sure that there are many who would disagree.

The first step towards faster Osprey sailing is to make sure that the gear and equipment is efficient and easy to use. Priority adjustments are jib halliard tension mainsail luff cunningham, clew outhaul and mast ram.

The jib halliard tensioner should ideally be of the 'magic box' type as this combines power with ease of adjustment. Remember that the halliard is all that is holding the mast up, and should therefore be as large as will fit through the sheave, i.e., 4mm. It is essential to maintain a tight genoa luff when going to windward, your sailmaker has no doubt cut the genoa to suit a nearly straight luff, and by allowing it to sag away, you are making the jib fuller and destroying the pointing ability. A slack luff is advantageous in light airs when power is more important than pointing. The reason for having a powerful and easily adjustable luff tension has therefore been highlighted.

The mainsail luff cunningham should be accessable from both sides when going to windward. The mainsail should be set up fairly slack (except in strong winds) and then tension adjusted with the luff cunningham. As the wind increases the tendency is for the flow in the sail to move aft, tension on the luff cunningham will move the flow forward therefore maintaining the same position. Mast bend will create diagonal creases from the luff, the cunningham should be tensioned enough to remove these.

The clew outhaul should at least be capable of adjustment by the crew. Foot tension plays a major part in determining the fullness of the mainsail by increasing the chord length of the lower part of the sail (it also gets rid of nasty creases) to demonstrate the importance of this device, try slackening the foot right off when sailing to windward in a strong breeze, if your mainsail is still intact, you will notice the improvement when you pull it out again.

Mast bend at deck level has a considerable influence on mainsail power and depending on the cut of your sail, should be used constantly as the wind speed changes.

The kicker and traveller are over rated devices on an Osprey. Unless the wind strength changes it should be possible to adjust the kicker before the start and not touch it, do make sure it is tight enough or you will lose power and control downwind.

The traveller is largely unnecessary and should only be used for close reaching or going to windward in survival conditions. (30 knots+). It is just as easy to lose power through mast bend and jib/main interaction as it is with traveller adjustment which will destroy your concentration.

Centreboard position is fairly critical particularly for windward work. In strong winds or when the conditions are such that it is necessary to spill wind, the board should not be more than 2/3rds down. When reaching, there should be just enough board for you to control the boat without use of excessive.

The above ideas only scratch the surface of a complicated subject. If anyone feels they would benefit from a detailed discussion please contact me.

Wormit B.C.

For some years now about five Ospreys have supported handicap racing, being joined by Tay boats for regattas. Prospects of any new recruits are poor at the moment but there is great enthusiasm for the forthcoming Scottish & Northern event at nearby St. Andrews.

Stewart Murdock

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The Great World Record Sailing Attempt 1976 – or how we nearly put Filey and the Osprey in the Guinness Book of Records.

by Les Banks, Commodore Filey S.C.

It all began with a committee meeting in mid-1975 when the commodore to be asked members to think about a special way of celebrating 1976, the Club's Silver Jubilee Year.

It was Bob Weddall who sowed the initial seed after reading the Guinness book of Records. Apparently all we had to do was to average 4.7 m.p.h. for 24 hours and a world record distance for a sailing dinghy would be broken and the Club would be in the record book.

It appeared that the current record of 113 miles had been set up during the 1968 Southport 24 hour race by G.P.14 of West Kirkby Sailing Club. However, due to the restricted nature of that course, we could set new criteria for the layout and organisation of this new attempt.

Plans were laid, a sub-committee formed and as the months went by the details sorted started to fall into place. It was agreed to lay markers in Filey bay to form an equilateral triangle. The boat would sail between any two markers, endeavouring to maintain a reaching course, crews changing as necessary. The whole attempt would be recorded from a boat stationed in the centre of the triangle and adjudicated by a competent independent observer.

By June 1976 we issued our first Press release and thus committed ourselves to making the attempt immediately prior to our Silver Jubilee regatta – this was our first mistake!

We now began the serious business of organising crews, rescue boats, other ancillary personnel, shore facilities, etc. In our detailed plans we were fortunate in two respects – firstly our choice for an independent adjudicator was Derek Dearden, R.Y.A. Council member, Ex commodore Scarborough Yacht club and an active competitive yachtsman who immediately agreed to help and was very enthusiastic about the idea. Secondly, Frank Wilkinson, the current Scarborough Commodore, volunteered to bring his 31 ft. racing yacht "Mike Zulu" round to Filey to act as committee boat.

The item which occupied most time was the measuring of the course. We consulted every available expert in the field of range-finding, and surveying and finally decided that the most accurate method was a "piece of string" – mistake no. 2!

So, with all eventualities apparently covered, we awaited the appointed day and many eyes anxiously watched the T.V. weather charts. Day after day the sun shone, the wind blew whilst we spent time coiling courlene into ¾ mile reels for course measuring, making up lap charts and checking and double checking.

Thursday, 15th July – the day of the course laying and measuring. The wind was Force 5/6 straight out of the South kicking up a short sea. We set about laying the course on the lines of our dummy run the previous Sunday, but the previous Sunday had been calm with a flat sea.

It was 7 p.m. before we came ashore, tired, cold and wet, carrying 2¼ miles of tangled courlene and with 3 buoys laid approximately equilaterally in the centre of the bay. We then, with a hand bearing compass, checked their positions from the shore and made notes of the adjustments necessary next morning. It was still blowing force 4/5!

Friday, 16th July – the attempt had been scheduled to start between 9 and 12 a.m. as soon as all services were ready.

0800 – Derek Dearden, armed with a formidable array of instruments arrived to measure and verify the course length following the last minute adjustments. It was raining, also calm.

10.00 hrs – Frank Wilkinson arrives with "Mike Zulu", Derek Dearden and his assistants go aboard and prepare for the start. The Local Press had been and photographed



Malcolm Clack seen making slow progress as the sun rises. Photo – Les Banks.

Osprey 761 "Mustard" together with some of the crews. The rain had stopped, it was still calm.

12.00 hrs – the attempt starts and Osprey 761 starts the longest continuous sail of its life.

14.00 hrs – 4 miles covered and the first change of crew to yours truly – destined to be the only non-Osprey to helm the boat, obviously a commodore's privilege.

16.00 hrs – the sun now shining and with it just a little wind – 10 miles covered.

18.00 – 20.00 – 22.00 – 4 crew changes, drifted round the bay in a virtual calm to reach 20 miles after 10 hours. Hopes of a new record attempt almost non-existent.

23.00 hrs – Hector Watts crewed by James Plowright takes over and the breeze swings round to the West and fills in and by the next change over at 01.00 is registering 18 knots with 32 miles covered.

02.00 – after cracking 10 miles in 1 hour (including a capsize) David Poole and John Gilpin hand over to Ron Lorriman and John Prosser. The wind remains steady at 15/18 knots, spirits rise.

03.15 – 50 mile target passed.

03.45 – 56 miles reached – half way to the target and hopes rising.

07.00 – three crew changes later, 81 miles reached and it is during this time that the recorders error on the committee boat was discovered reducing the correct total by some 5 miles. The sun started to burn into the wind which dropped to 10 knots.

08.00 – John Littlewood at the helm and 87 miles covered, wind dropping.

09.00 – 93 miles covered but the wind is spent and it is left to Malcolm Clack and Jim Haddock to chase the wind as it gently boxes the compass.

11.00 – 100 miles exactly but all hope gone and we were

just to add another 2 miles 580 yards before the time ran out.

12.00 – it is all over and very tired sailors swap stories in the changing room.

From the accurate recordings, some interesting facts emerge.

1. The fastest leg was 4½ minutes for 1460 yards which equals 11 m.p.h. This was achieved on 4 occasions, 2 in darkness, 2 in daylight.
2. On 3 separate occasions, 10 miles were put into a single hour.
3. Highest wind speed recorded on committee boat was 18 knots Westerly.
4. One capsize.
5. The worst hours mileage was 9/10ths of a mile.
6. The best recorded speed backwards was 1 knot.
7. Total distance covered was 102 miles 580 yards – just 10 miles short of the target.

Hindsight shows that had we made the attempt over almost any other 24 hour period in the middle of July, we would have had ample wind and the distance would have been greatly increased.



Photo – Alistair Mackay.

WELSH EXHIBITION

Tony Davies's varnished Mk.3 McCutchen was exhibited at this year's Welsh Exhibition at Sophia Gardens, Cardiff on the 13th/14th November to good effect.

This beautiful home finished boat was a credit to the painstaking labour put into it by Tony Davies and was by far the best looking boat in the show.

Although the attendance figures were low a great deal of interest was shown in the Osprey which led to some interesting discussion with devotees of other classes exchanging ideas on the merits of various fittings – it seems a continuous trapeze is here to stay.

The show was well organised with a continuous film show, a demonstration of model sailing yachts in the swimming pool, and lectures on racing tactics and tuning. This combined with a pleasant bar and cafeteria provided a relaxing atmosphere to show the 'Osprey Flag' and publicise the boat without trying to sell anything.

GRAHAM BOYLAN

ICICLE DEBACLE

Two mediocre results, one disqualification and a nominated helm failing to report too late for a substitute boat to compete all added up to a disappointing year, writes Robert Shaw from Burnham.

The final team consisted of Frank Wilson, Sussex Y.C. in 1004, and local Creeksea men Robert Shaw in 805, John Torrence in 223.

The practise race on Saturday, 1st January saw Wilson finish 20th, Torrence 29th and Shaw 30th in a gusting force 3–5 with only 55 boats finishing.

Sunday's Icicle race took place in a northerly force 4 over a two reach course. Torrence capsized to lose places, whilst Wilson worked hard to recover from similar misfortune to finish and be disqualified for premature starting.

Results:	1st	5-0-5	time 1.02.19
	43rd	Osp.805	time 1.15.02
	51st	Osp.223	time 1.16.58

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OPEN MEETING REPORTS

Burnham Week

Burnham Week always marks the drawing to a close of the Summer Sailing Season on the River Crouch. The Week is usually blessed with good sunny weather and steady winds. However, this year our glorious summer which lasted so long, stopped one week too early and missed our sacred Sailing Week. Although the sun failed to penetrate the cloud, we did have good winds which kept us amused whilst on the water.

The members of local Creeksea S.C. are always delighted to welcome visiting Osprey crews and this year we welcomed Arthur Oakes (Stewartby S.C.), H. Bowen (Sussex) and P. Kenworthy (Norfolk) and their respective crews and families. We must not forget our friends and neighbours from Stone S.C. who turned up in force to support us.

Most of our visitors were only able to stay for the first weekend, being the Bank Holiday, but they were able to race for a special weekend trophy which was separate from the main Week's prize, the Creeksea Cup. The Bank Holiday Weekend Trophy will be a regular yearly Trophy for the Weekend's racing. The Trophy, donated by Jean & Les Shaw is a hand-painted half-relief of a feathered Osprey mounted on a mahogany shield.

Shaw's Trophy

Saturday, Sunday and Monday:

John Torrence dominated these three days with three Firsts to give him the Shaws Trophy.

Robert Shaw sailed consistently to gain Second over-all position with a fifth, second and a fourth.

The higher daily positions changed frequently throughout the fleet but Bill Letton gained third position over-all with two Thirds and a Sixth.

Creeksea Cup

The Creeksea Cup is based on the entire Week's racing. John Torrence was unable to sail after Monday and his place at the top was taken by Bob Bidmead from Stone S.C. who took four Firsts to give him the Week's prize. Robert Shaw took Second place for the Week after sailing very consistently. Third place went to Colin Armstrong who was never very far away from the leaders. It was unfortunate that John Torrence, Bill Letton and David Brentnall were unable to sail through the Week. The racing was very close and became very tense at times when positions changed frequently.

The Social side of the Week was as good as previous years, starting with the Buffet Dance on the first Saturday when all our visitors were heartily welcomed and we were able to meet new and old friends.

On Sunday it is a custom that Creeksea take on the visitors in a water polo match which is held in Les Shaw's swimming pool. Unfortunately the weather was a little cold and we were unable to entice the players into the water. However, the Barbecue which followed was hailed as a success, the Osprey crews and families managing to eat their way through 40 lb of sausages, 10 lb of onions and more rolls than we were able to count – our thanks to Jean and Les Shaw.

The remaining evenings of the Week were spent in a local hostelry, namely the Star Public House, where Creeksea S.C. take over one Bar which is used as a temporary Club House.

The members of Creeksea would like to thank all those who came to join us for Burnham Week and hope that they enjoyed themselves as we did and we look forward to seeing them again next year together with anyone else who would like to come. We can guarantee hospitality, interesting sailing conditions and an enjoyable holiday and a chance to win two prizes.

For further particulars and Entry Forms for next year please contact:

Tony Hodges, Westerlies, 6 The Crest, Goffs Oak, Herts.

Results

Shaw's Trophy

1st	1107	Tornasunder – John Torrence, Creeksea S.C.
2nd	805	Granny – Robert Shaw, Creeksea S.C.
3rd	565	Bill Letton – Creeksea S.C.
4th	1088	Renegade – Bob Bidmead, Stone S.C.



The Filey Regatta was a close-fought affair last July, with Jim Haddock in 834, seen here to leeward of Terry Greaves, just taking the prizes.

POOLE Y.C. FIRST OPEN MEETING SUCCESS

Nineteen Osprey owners turned out on the right date for Poole Yacht Club's first Open Meeting for the Class: 25/26th September. Our apologies to those who were inconvenienced by the wrong dates given in previous newsletters.

Olympic type courses were shared with Shearwaters and Fireballs, who were holding concurrent meetings. At times the sharing became very intimate for when you are on a screaming three-sail reach in a force five, there is nothing better than a group of Shearwaters beating (or the nearest they ever get to beating) on the opposite tack, to add the final touch of excitement! Relative speeds seemed like 40mph – and probably were!

Surviving this, and the torrential rain during the first race, not to mention the opposition, Tony Blatchford sailed Infidel to a convincing win with first places in the first two races. For this he becomes the first holder of the Balls Lake Bowl, donated for this meeting, which, it is hoped, will become a regular event. To prevent idle speculation, it should be explained that this trophy is named after the inner part of Poole Harbour where the races were sailed.

Second, third and fourth prizes were more closely contested. Second overall was Super Star in which Nat Eynon and Graham Boylan achieved one first and one second place. With one second and one third, Lloyd Fryer collected third prize, and Brian Littler's Lover-in-law was fourth.

Poole's own boats weren't exactly covered in glory – we were shown in no uncertain way that to reach high standards it is necessary to race frequently with top helmsmen: we shall be taking up the challenge.

On the Sunday, the wind steadily moderated, and the afternoon race finished in little more than a force two. But at least the sun shone, and I hope that those who joined us for the weekend took away happy memories, and that they and their friends will sail with us again. – Jeffrey Wear.

Results

1st	1085	Infidel – Tony Blachford, Lymington Town S.C.
2nd	937	Superstar – Nat Eynon, B.S.C.S.C.
3rd	1082	The Black Pig – Lloyd Fryer, Portishead Y. & S.C.
4th	963	Lover in Law – Brian Littler, Sussex Y.C.

Creeksea Cup

1st	1088	Renegade – Bob Bidmead, Stone S.C.
2nd	805	Granny – Robert Shaw, Creeksea S.C.
3rd	333	Tarpon – Colin Armstrong, Creeksea S.C.
4th	223	Plane Jane – David Alford, Creeksea S.C.

TWO ATTEMPTS AT FILEY

Filey Sailing Club's second attempt to hold the Chalmers Park Trophy met with more success this time, the much reduced entry of 16 boats enjoying near perfect conditions on Sunday after Saturday's abandonment of the second race when the wind died at the same time as darkness arrived.

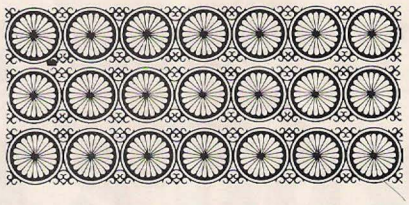
The first race of the planned 4 race series started into a North West force 2/3, boats coping with many and varied windshifts as they tacked up towards the windward mark in the lee of Filey brig. Three local boats, Ron Lorriman, Jim Haddock and John Rayner rounded the windward in quick succession to pull ahead and were all well placed to cope with the dying wind on the final beat. Haddock overtook Lorriman to come comfortably first and Rayner just managed to keep Hector Watts at bay to maintain third place.

A complete change of wind and weather saw the fleet start well out to sea and tack into a fresh force 3 South Westerly on Sunday morning. Half the boats went straight in shore with the advantage of the flooding tide and were well ahead of those who had stood out to sea at the first mark. Richard Plowright was pulling steadily away when his centre board fractured and he had to quickly retire. This allowed Haddock to secure another convincing win with Ivan Mortimer maintaining a steady second place.

The final race saw similar conditions, although the wind had backed a little, this time Terry Greaves taking the lead in the early stages though he let Haddock through on the first loop of the full Olympic course and Mike Mooney through on the second, with the rest of the fleet getting well strung out in a long 2¼ hr. race.

Results

1st	834	Wardance – Jim Haddock, Filey S.C.
2nd	1068	Mr. Magoo – Ron Lorriman, Filey S.C.
3rd	1113	Wings – Terry Greaves, Filey S.C.
4th	869	Windyanna – Ivan Mortimer, Filey S.C.
5th	700	Female – Mike Mooney, Hornsea S.C.



WELSH & MIDLAND

The 1976 Welsh & Midlands Championship, hosted at short notice by the Mumbles Yacht Club on 16/17 October was unfortunately affected by adverse weather conditions. Not adverse enough, however, to prevent Tony Blachford and Brent Strickland from winning despite the shifting light wind on the Saturday and both Sunday's races being cancelled due to a typical Mumbles Force 6.

Two races were sailed on Saturday. First, for the Steel Company of Wales Trophy, got underway with the wind dying completely on the bulk of the fleet starting at the starboard end allowing just a handful to break clear at the port end. The fickle wind continued up the first beat until Lloyd Fryer rounded clear with the wind filling in steadily. Blachford rounded 6th and worked his way through the fleet to take the lead on the third beat and finally the gun from Nick Houlding.

The second race, for the Williams Salver, was won convincingly by "Infidel" over a spelndid Olympic course in a Force 4 breeze. Places behind the leader changed frequently and it was Nat Eynon who came in next, closely followed by Geoff Dean. James Curnow used his experience to advantage with a 90° wind shift to pick 5 places and finish 4th.

There was unfortunately never any real chance of racing on the Sunday leaving everyone a bit disappointed though relieved and Tony Blachford's unbeaten record for the last 3 years intact.

The total entry was 25 boats, down on previous years, but many would-be entrants were put off by the appalling weather over the previous weekend as well as the doubtful forecast for the championship. Several long distance boats, however, did make the trip including Jim Haddock from Filey. – *Alistair Mackay.*

Results

1st	1085	Infidel – Tony Blachford, Lymington Town S.C.
2nd	1082	The Black Pig – Lloyd Fryer, Portishead Y. & S.C.
3rd	1111	Four One And All – James Curnow, Mount's Bay S.C.
4th	900	The Magic Dragon – Goeff Dean, N. Devon Y.C.
5th	1120	In For A Penny – Nick Houlding, Sussex Motor Y.C.
6th	937	Superstar – Nat Eynon, B.S.C.S.C.

LYMINGTON OPEN

Lymington Town Sailing Club's annual "Jack in the Basket" Trophy for Ospreys attracted 43 entries from Mounts Bay, the Midlands, Sussex and the Welsh contingent.

The first points race held on Saturday started from a committee boat moored in the Solent and competitors faced the tough Force 4/5 gusting 6 at times over a long Olympic course. After ¼ hr. postponement to get the line right, the fleet started with NIck Houlding leading on the first triangle, only to come to grief by prematurely hoisting his spinnaker. From then on, National Champion, Tony Blachford, steadily pulled ahead to win by a large margin with Geoff Dean second and Nat Eynon third.

Only 24 boats out of 43 finished proving how exacting the conditions were. Mike Corbin was sailing Tom Barnard's new Mark III No. 1121 "Atalanta" for the first time and finished a very creditable 8th with a lot of interest shown in Tom's very well finished boat.

Sunday morning dawned foul with a full South West Force 8 gale blowing and the race committee had no alternative but to cancel the morning race. If anything the gale got worse and the meeting was then cancelled and the results based on Saturday's race. – *Peter Stubley.*

Results

1st	1085	Infidel – Tony Blachford, Lymington Town S.C.
2nd	900	The Magic Dragon – Geoff Dean, N. Devon Y.C.
3rd	937	Superstar – Nat Eynon, B.S.C.S.C.

OVERSEAS NEWS

Edith Blakeway, P.O. Box 794, Tanga, writes from Tanga:

Some 13 boats, numbered 335–347 were built locally. 8 still remain, including kit-built boat No. 86, the remainder have been sold out of the club.

The Tanga Y.C. has seen many people come and go, with the boats changing hands several times, with the exception of 337, purchased new by my husband and myself in 1963.

Dick Clift, Secretary, Canadian Osprey Association, writes from British Columbia:

Inland waters in Canada are mostly frozen over for four or five months of the Winter as you may well know, so there can be no activity on the Prairie until Spring ... here on the West Coast the regular Season finishes at the end of September but our "fanatics" don their wet suits for a Frostbite series which lasts until Christmas, We usually have a few boats out over the Christmas and New Year holidays and also on the better days until the Season opens again in April, so we shall suggest that Glenmore Boats sends us a Demonstrator for live advertisement until the Vancouver Boat Show which happens early in February.

The Osprey Fleet of the Surrey Sailing Club still stands at 7 boats ... would have been more than 10 this Summer if only there had been boats available here in British Columbia ... Rick and David Clift have had another good season sailing 1014 taking the Robinson Trophy as Fleet Champions for the third straight year ... little brother Mike (14 years) is getting pretty close to them now, helming the old lady 209 ... they do allow the old man to sail just once in a while!!

1977 ADVANCE RACING CALENDAR

April	2/3			
	9/10	Easter	Scharendijke Y.C. Holland	OPEN
			Royal Lymington Y.C.	Regatta
	16/17			
	23/24			
	30/1			
May	7/8		Hornsea S.C.	OPEN
	14/15			
	21/22		Morecambe & Heysham Y.C.	N.W. COAST OPEN
			Royal Tay Y.C.	Opening Regatta
			Stewartby W.S.C.	OPEN
	28/29		St. Andrews Y.C. Fife	SCOTTISH & NORTHERN CHAMPIONSHIP
June	4/5		Grafham Water S.C.	WELSH & MIDLAND CHAMPIONSHIP
	4/5/6	Spring	Mount's Bay S.C.	OPEN
	9/14		Royal Tay Y.C.	Tay Week
	11/12		Wormit B.C.	Regatta
			Sussex Y.C.	OPEN
	18/19		Saundersfoot Y.C.	OPEN
			Morecambe & Heysham Y.C.	Visitor Trophy (Class racing)
	25/26		Mumbles Y.C.	OPEN
			Portishead Y.C.	OPEN
July	2/3		Stone S.C.	OPEN
	9/10		Filey S.C.	OPEN (Chalmer's Park Trophy)
	16/17			
	23/24		Mount's Bay S.C.	Regatta
	30/31		Morecambe & Heysham Y.C.	Open handicap
August	6/7			
	6/12		Filey S.C.	NATIONAL CHAMPIONSHIP
	13/14			
	20/21			
	27/28/29	Late Summer	Royal Corinthian Y.C.	BURNHAM WEEKEND
	27–3 Sept.		Royal Corinthian Y.C.	BURNHAM WEEK
September	3/4			
	10/11			
	17/18		Royal Tay Y.C.	Closing Regatta
			Mount's Bay S.C.	OPEN. Panmorra Cup
	24/25			
October	1/2			
	8/9		Lymington Town S.C.	OPEN
	15/16			
	22/23			
	29/30			

Notes:

1. The above dates are based on replies from fleet representatives. The class yearbook due out in March will show any additional or altered fixtures.
2. There is some confusion over the Spring Bank Holiday date, many diaries showing the last weekend in May. The three important fixtures over the last weekend in May and first weekend in June are correct at press date.
3. The Saundersfoot Fixture on 18/19 June is a meeting run jointly with British Steel Corporation S.C.
4. The Filey Open on 9/10 July will be run simultaneously with the club Regatta.
5. All Regattas listed have Osprey class racing subject to a minimum entry.

EDITOR'S NOTE

I am grateful to all those who have sent articles, photographs and reports to make this 18 page issue.

The next Newsletter is scheduled for late July. Reminder notices will be sent as usual to Fleet Captains.

Contributions of articles, photographs, club and fleet news and any overseas news will all be most welcome.

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

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LATE NEWS