NATIONAL OSPREY

NEWSLETTER

July 1977

Scottish & Northern

Report and Photos by Bill Hill

The Scottish and Northern Osprey Championships were hosted by St. Andrews Sailing Club during the week-end of 28th–29th May, attracting an entry of 25 boats from as far away as Blithfield Sailing Club, near Birmingham.

The Class was fortunate in having Osprey Hotels, 'The Scotsman' newspaper and Trustee Savings Banks as sponsors. Prizes were also donated by John Haig Whisky and St. Andrews Pottery.

Conditions were very calm as competitors assembled for the first race but a useful E.S.E. sea breeze of about Force 2 saved the day and the race was successfully started on time. The line was slightly biased to the starboard end and Chris Bonar took full advantage of this and then tacked inshore, avoiding the adverse tide to establish a good lead at the windward mark. He was never seriously challenged and the lead slowly increased until the race was finished on a shortened course. Current Northern Champion Alfie Hawksworth was second and Jim Haddock third.

The second race was started in similar conditions but a change in the angle of the start line gave the generally more acceptable port bias. Nevertheless there was still a melee as several boats attempted a 'flier' at the starboard end and Jim Haddock seemed to come away best from the middle of the line, along with Bonar and Hawksworth. Bonar seemed to lose out on two small but vital windshifts and the order at the windward mark was Haddock followed closely by Hawksworth with Keith Byers from Morecambe some way behind in third place.

Haddock and Hawksworth had a fascinating duel watching each other like hawks but Haddock's cover could not be broken. On the final beat, David Poole came from the pack to take third place and an infringement on the finishing line let in Gerald Iddon from Morecambe to take fourth place from Stuart Murdoch of Wormit with Keith Byers relegated to sixth.

On the following day, sailors were greeted by ideal Osprey conditions – a moderate sea and a force 4 breeze. Jim Haddock dominated the race from the start, eventually winning by three minutes from David Poole with Chris Bonar third.



The winner's smile. Jim Haddock receives the Scottish & Northern Trophy from Mrs. Heather Chisholm, wife of Commodore Don Chisholm, St. Andrew's S.C.

The positions before the final race were Jim Haddock first with 4½ points; Poole and Hawksworth equal second on 9 points and Bonar fourth on 10¾ points. Haddock had it in the bag – provided he finished better than eighth and provided also that Bonar did not win, which event would bring the Championship to Scotland for the first time since 1967 when the winner was, coincidentally, Chris Bonar!

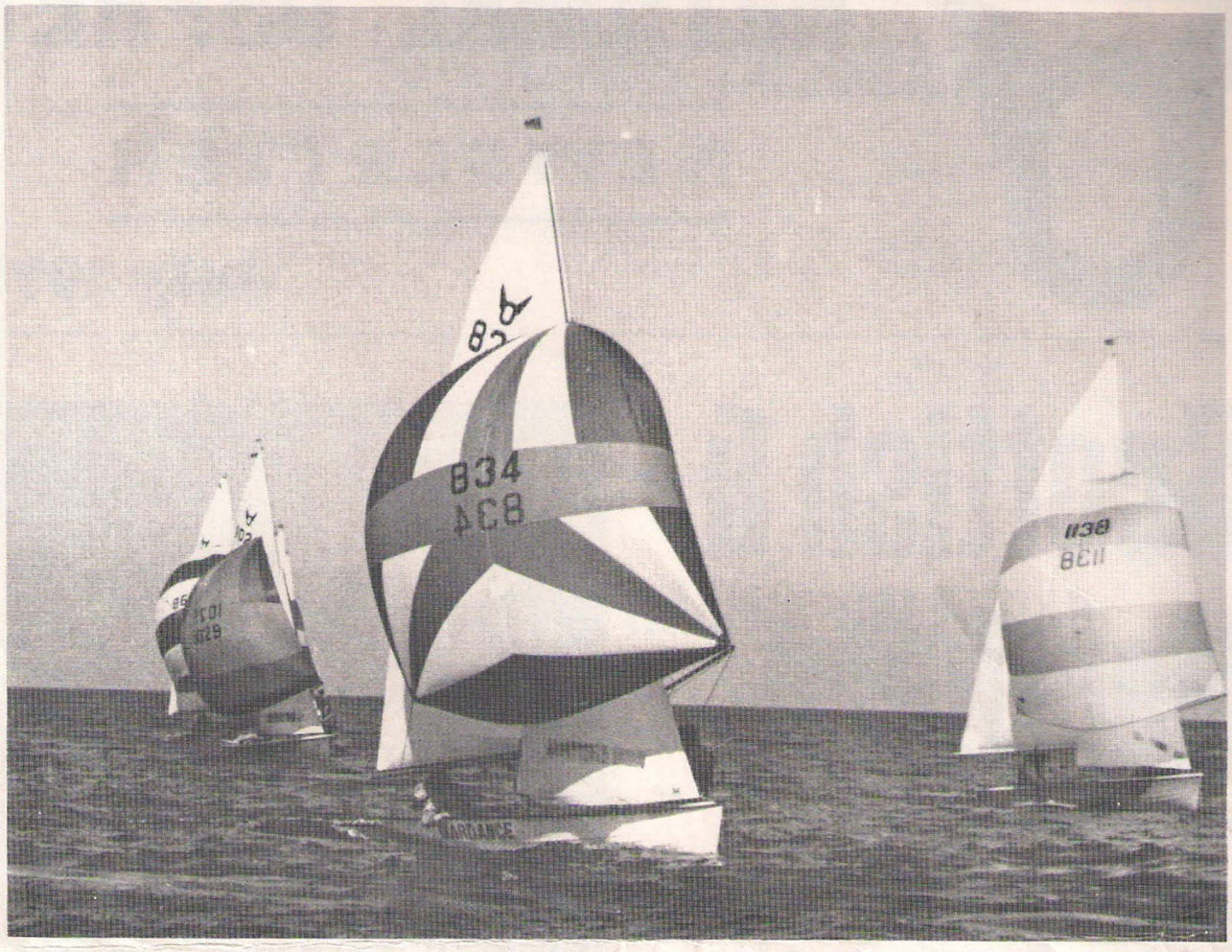
Tension was high as Bonar developed a useful lead, but Haddock was hanging on to second place. Poole spectacularly improved to third place by flying his spin-naker on the fine reach in to the leeward mark with the wind now gusting to force 5.

David Poole was sailing 'Nympholespy' in fine style in these boisterous conditions and improved to second place on the third beat. This order remained unchanged to the finish but Keith Byers demonstrated his usual offwind prowess to improve to fourth place.

In the overall result, Haddock's superior discard gave him victory from Bonar with the points being equal.

Overall Results

1st	834	Wardance	Jim Haddock - Filey S.C.
2nd	1006	Wildebeeste	Chris Bonar - Royal Tay Y.C.
3rd	880	Nympholespy	David Poole - Filey S.C.
4th	1138	Tickled Pink	Alf Hawksworth - Blithfield S.C.
5th	868	Bullett	Keith Byers - Morecambe & Heysham Y.C.



Close reaching on Saturday, with Jim Haddock in 834 leading the field, and Alf Hawksworth attempting to gain advantage by working to windward.



'Smuggler', newly built and launched by owner Gerald Iddon.



Brian Summers, a familiar and successful helmsman on northern circuits in recent years, came out of 'retirement' for the event.

MUMBLES MEETING

Mumbles Yacht Club was host to 20 Ospreys for their Open Meeting on the 25/26th June.

Saturday morning saw typical summer conditions - rain, mist and a force 5 North Westerly wind! A major wind shift delayed the first race 20 minutes whilst a completely new course was set saying much for the organisation of the O.O.D. Dave Rowlands and his helpers.

With the wind now settled and the mist rolling across Swansea Bay, 18 Ospreys started only to receive a general re-call. As this meeting was shared with the Laser and Enterprise fleets, this put the Osprey to the back of the queue and allowed only a shortened Olympic Course to be completed.

Nat Eynon won from Lloyd Fryer and Tony Davis.

After an "excellent lunch" the fleet re-commenced battle around a full Olympic course. Nat Eynon retired with a broken main halyard leaving the field clear for Tony Powell to take the gun with Lloyd Fryer second again and David Pugh-Bevan third.

Saturday night came and went in an alcoholic blur and Sunday brought perfect conditions - sunshine, North West Force 4 and a flat sea.

Hangovers were soon lost and after a clean start, the fleet hurtled round the full Olympic course. When the spray had settled, Lloyd Fryer was the winner with Tony Powell and Nat Eynon following behind.

The last race was vital for any one of four helmsmen for if they could win this they could take the trophy. In the end, Tony Powell won in perfect conditions over the full Olympic course with Lloyd Fryer again second and third Alistair and Liz Mackay.

— Jeff Ace

Results

1st	1085	Two Time Winner — Tony Powell, British Steel
2nd	946	Super Pig — Lloyd Fryer, Portishead
3rd	937	Superstar — Nat Eynon, British Steel

HORNSEA 7/8th May

The 15 entrants were greeted by a steady force 5 breeze for the first race in which Mike Mooney from the home club lead for two laps before capsizing at one of the many tricky jibes on the second lap. This let Alfie Hawksworth through into the lead which he held to the finish closely followed by David Poole from Filey.

Mat Anderson won the second race from Hawksworth —the only two boats to finish without capsizing on the shortened course after a tremendous squall had decimated the fleet.

The following day's racing was in complete contrast with light fluky winds giving exciting situations as places changed and different boats encountered the various shifts. Local man Alan Smith lead from start to finish in the morning race winning comfortably in the end after some close tussles with Mooney and Jim Haddock.

The 4th race again seemed to be in Smith's pocket with two of the three laps sailed but a flat patch let through both Mooney and Haddock, the finishing order being Mooney first, Haddock second with Smith third.

Consistent sailing by the Northern Champion - Alfie Hawksworth - gave him 1st place overall with Mooney being relegated to 2nd place on the discard - points being equal. Perhaps significantly, both had new boats - Hawksworth's being a Westerly GRP and Mooney's a wooden hull from Ribble Sail Boats.

— Alan Smith

Results

1st	1138	Tickled Pink — Alf Hawksworth, Blithfield.
2nd	1141	Blunderbus — Mike Mooney, Hornsea
3rd	834	Wardance — Jim Haddock, Filey
4th	1112	Yetu - Nutha — Mat. Anderson, Hornsea

SUSSEX OPEN

Sussex M.Y. Club's Open Meeting was held over the weekend June 11/12th and although only 3 visiting boats arrived, due in part no doubt to the close proximity of the Welsh & Midland Championships the previous weekend, all entrants enjoyed some good competitive racing on the Sunday.

Saturday's racing was cancelled in the face of a Southerly Force 7 and big seas putting paid to any chance of racing during the day.

Sunday began with light drizzle and the hint of a faint breeze which eventually allowed a delayed start on a re-set course. With the wind steadying from the North East and gradually beginning to strengthen, some place swopping took place among the leading boats before the final result was established with Nick Houlding taking the gun from Brian Littler and Terry Kirchin.

The 17 Ospreys stayed out at sea for the start of the second race. With the wind gradually strengthening all the time, racing was tense and there were one or two fairly spectacular capsizes on the spinnaker reaches. Mike Lambert won this race followed by local man Richard Bowen and Mick Houlding.

Most crews were happy to get back into harbour after approximately 6½ hrs at sea.

— Geoff Littlejohn

Results

1st	1020	In for a Penny — Nick Houlding, Sussex
2nd	665	Bewitched — Mike Lambert, Mengeham Rythe
3rd=	175	Mary Jane — Richard Bowen, Sussex
3rd=	963	Lover in Law — Brian Littler, Sussex

WOOLWORTH PADDLE

The annual Woolworth paddle open meeting at North Devon Y.C. was held over the weekend 7/8th May and attracted a small but talented array of visitors. 4 visiting boats boosted the 8 regular home fleet Ospreys and 3 races were held in mainly light winds.

The winner of the first two races and hence the Paddle was, surprise, surprise, Tony Blachford with Nat Eynon finishing second and Geoff Dean third overall.

Ken Robertson could not make any impression on the leaders and James Curnow just didn't have the wind to bring him home. James complained about the wind but we put it down to the North Devon beer!

The Instow fleet is now virtually re-formed after a couple of lean years following the transition of about half the fleet into cruisers. There are eight Ospreys racing regularly with a potential turn out of 15.

— Geoff Dean

ROYAL LYMINGTON

The Annual Easter Meeting of the Royal Lymington Y.C. took place in a cold North Easterly Force 5/8, considerable damage being caused - 3 broken masts and one Osprey a write-off from the 12 boats entered.

Tony Blachford's win was the first time out in the new "Infidel" Production Mark III GRP boat from Westerly.

— Peter Stubley

Mounts Bay

Fierce winds spoilt the Jubilee weekend Open Osprey meeting at Mounts Bay on Monday and Tuesday, 6/7th June.

Two races, one on Monday and one on Tuesday were cancelled and of the 9 who started on the only race to take place, only two finished. These two were Nat Eynon, who won, followed by Ian Roxborough of the home club.

7 boats capsized sustaining breakages to gear and had to limp back to shore including current National Champion, Tony Blachford who had held a clear lead for some of the time.

— James Curnow

N.W. Open

— Paul Sewell

14 entries sailed a full four race programme in a moderate breeze on Saturday, becoming lighter on Sunday. Wally Gardiner and Keith Byers were the main front runners on both days.

Results

1st	1114	Just Pogo — Wally Gardiner, Morecambe
2nd	868	Bullett — Keith Byers, Morecambe
3rd	1138	Tickled Pink - Alf Hawksworth, Blithfield
4th	1142	Boat with no Name — Peter Beaumont, Filey
5th	521	Geronimo — Don Pipes, Blithfield.

1977 RACING CALENDAR

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		

1978 ADVANCE RACING CALENDAR

July 22/28	Mumbles Y.C.	NATIONAL CHAMPIONSHIP
(Date not fixed)	Morecambe & Heysham Y.C.	SCOTTISH & NORTHERN CHAMPIONSHIP
(Date not fixed)	Tenby Y.C.	WELSH & MIDLAND CHAMPIONSHIP

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LATE NEWS

WELSH JOINT MEETING

Saundersfoot and British Steel Sailing Clubs combined their Open Meetings this year with Saundersfoot's hosting the event over the weekend 18/19th June.

Winds proved light and fickle throughout but this did not prevent Nat Eynon scoring a first and second in Saturday's programme.

The highlight of the weekend was the long distance race round Caldy Island on Sunday. The leading boat took 3¼ hours to cover the 12 miles with places changing many times during the race. Nat Eynon held the lead for most of the way but in the end came in third behind John Marsh and Oscar Chess.

14 boats entered the meeting, 10 from British Steel, 2 from Mumbles, one from Stewartby and one local boat.

– Alistair Mackay

EDITOR'S NOTE

I am grateful to all those who have sent articles, photographs and reports.

The next Newsletter is scheduled for December. 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.

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GRAFHAM *Welsh & Midland Championship Report*



Sunday morning. Terry Kirchin (right) surveys the broken mast and tangled rigging. In the background Malcolm Clack (722) has just returned to shore with gear damage whilst the winning team in 1144 unship the rudder.

It was just over 10 years ago since the last Osprey Open at Grafham, and thanks initially to Mark Peek and latterly Alistair Mackay for maintaining contact, the Class enjoyed the excellent facilities and superb racing for which Grafham is renowned. The fact that the Class has been spread very thinly on the ground in recent years at the host club made the weekend even more special.

Apart from a handful of club boats sailing on Sunday, the Ospreys enjoyed virtually exclusive use of all the amenities as well as the entire Western half of the reservoir giving ample scope for the two hour races over full Olympic courses.

Tony Blachford was defending the trophy for the fourth consecutive year and despite a long face after Saturday's racing when he commented on being "only second", Sunday's testing conditions saw him way out in front to clinch the title in his new Westerly Mark III "Infidel".

The most disappointing aspect of the weekend was perhaps the weather. Three weeks of heatwave vanished overnight on Friday to give grey thundery weather for both days.

A conventional line start in front of the clubhouse saw the 42 boats tack into the South Westerly Force 3/4, decidedly gusty with 30° shifts favouring the Southern route up the reservoir.

Derry Andrews in 1051 had a good lead at the windward followed by Lloyd Fryer, Richard Bowen, Jim Haddock and Tony Blachford at 5th place. The two hour race gave Blachford ample time to relentlessly pick up the places and come to within an ace of Fryer who was pacemaker for most of the race, only losing ground by hoisting spinnaker on the shy final reach. These two were locked in battle for the last leg, Fryer just taking the gun by inches. Nat Eynon followed with Alf Hawksworth 4th.

For the next race in similar conditions, Blachford, Eynon and Fryer fought it out, the wind a little stronger giving superb reaching legs. This time Eynon got the gun, again by a fine margin from Blachford and Fryer.

Sunday morning saw conditions bordering on abandonment with a near Westerly gale keeping all but a handful ashore with sails down waiting for the 10 minute gun – it was just possible to see the committee launch flags from the shore. The race officer waited a few minutes until the worst squall appeared to subside and then got the race underway. The starting gun coincided with a massive shift creating impossible conditions as port end starters, first to feel the effect, tacked on to port and tried to dodge the vast army of boats who had chosen the previously favoured starboard end. Blachford had kept clear of the melee, was first to the windward and increased his lead all the way to the finish.

After the second beat, the order was Blachford, Eynon, Fryer, Haddock, these four and several others risking spinnakers on the dead run in the decidedly borderline force 6+ conditions. It was then that a "rogue" squall took its toll. Blachford, who had just commenced the next beat and a few tail enders still on the second beat, managed to survive unscathed. At least six of the leading boats capsized with Terry Kirchin losing his mast and Nat Eynon retiring after his third ducking of the day. Before the end of the race over a third of the starters had returned to shore.

The wind seemed to have slackened for the afternoon race. This time Blachford repeated the morning's performance with ease and was at least 200 yards clear at the first mark. Fryer hit Blachford early on in the race costing him two circles and possibly the race (and the Championship) for despite the setback he sailed superbly to come in second. Eynon was well placed but another ducking dropped him to 6th. Both Tony Powell and Tony Davies consolidated good morning's positions to put them in the top 5 overall, creating something of a

bonanza for the British Steel contingent.

At the prize giving, Mike Hey, Commodore Grafham S.C. concluded the meeting and Liz (in Mrs. Hey's absence) presented the prizes including one to her brother who responded to Mike's kind words about the Osprey Class by thanking Grafham and hoping for a return as soon as possible.

Principal race officer, Stan Whittingham, Coxswain Alan Hill and all the helpers of the Grafham Handicap fleet deserve a big thankyou from the competitors for managing such a fine weekend.

DRAYCOTE WATER TWO OF A KIND
by Geoff Dean

The above event was held on the 5th March on the large reservoir at Draycote Water. The object of the exercise being to race two boats of each class on a Portsmouth handicap basis using a staggered start.

The classes tend to send the National Champion or the runner up but I reckon Liz was getting a bit desperate when she asked Mike and I if we would take the "Magic Dragon" and accompany Nat Eynon and Graham Boylan in 'Superstar'.

We were racing level with the International Canoes with the 505's (4 of them) starting 1½ minutes behind. The main race was scheduled to last 3 hrs. after the first boat had started and finish the remaining boats on whichever leg of the course they were sailing at the time.

The outcome of the meeting was that nobody could catch the two Moths which came first and second, the Ospreys could manage no better than 30th for The Magic Dragon and 39th for Superstar. These results really were not too bad – we beat the international canoes boat for boat and all the 505's except one.

The overall entry was 110 and the weather was on the light side.

The overall impression gained was that the standard sailing of the Osprey Class is as high if not higher than many of the other so-called "performance" boats and given a little more wind, our results would have been much better.

W&M Results

Welsh & Midland Championship Results

Final Position				Race 1	Race 2	Race 3	Race 4
1	1144	Blachford	Lymington Town	2	2	1	1
2	946	Fryer	Portishead	1	3	4	2
3	937	Eynon	British Steel	3	1	RTD	6
4	1085	Powell	British Steel	18	6	3	3
5	1116	Davies	British Steel	13	RTD	2	4
6	1015	Mackay	British Steel	5	10	5	10
7	834	Haddock	Filey	6	8	17	7
8	868	Byers	Morecambe	16	9	7	8
9	521	Pipes	Blithfield	12	5	11	11
10	1141	Mooney	Hornsea	10	12	18	5
11	1140	Greaves	Filey	17	4	15	12
12	832	Owen	British Steel	20	14	10	9
13	1112	Anderson	Hornsea	15	11	9	RTD
14	1051	Andrews	Stewartby	8	19	12	17
15	1068	Lorriman	Filey	11	15	14	13
16	1138	Hawksworth	Blithfield	4	21	13	RTD
17	1120	Houlding	Sussex	19	7	RTD	14
18	1053	Clayton	Tees	27	16	8	19
19	1142	Beaumont	Filey	30	24	6	16
20	903	Dovey	Stewartby	D	13	16	21
21	175	Bowen	Sussex	14	17	21	20
22	1069	Kenworthy	Hickling Broad	29	RTD	19	15
23	1103	Oakes	Stewartby	37	23	20	18
24	963	Littler	Sussex	7	18	RTD	RTD
25	435	Lilley	Sussex	23	31	25	22
26	631	Jakeways	Grafham	22	27	23	RTD
27	1040	Blanchard	Portishead	9	29	RTD	RTD
28	768	Kirchin	Sussex	21	20	RTD	RTD
29	1101	Mant	Stewartby	35	26	22	RTD
30	1137	Whiteman	Ogston	24	25	RTD	RTD
31	1119	Lambert	Chase	26	29	RTD	RTD
32	771	Iles	Portishead	25	32	RTD	RTD
33	1118	Murray	British Steel	31	30	24	RTD
34	722	Clack	Filey	32	36	RTD	RTD
35	808	Barnard	Stewartby	33	35	N/S	RTD
36	156	Bowarrson	Stewartby	28	RTD	RTD	RTD
37	855	Webster		36	33	RTD	RTD
38	1007	Rayner	Filey	34	37	RTD	RTD
39	712	Peck	Yarmouth	38	RTD	RTD	RTD
40	799	Adamson		D	37	RTD	RTD
41	853	Lang	Filey	39	RTD	RTD	RTD
42	800		Ogston				

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LIZZIE'S PAGE

A quick resume of my past year as Secretary can be summed up simply – Fun – Friendly – Fitful.

Fun – because that is what Osprey sailing is all about, from the sheer delight of close-reaching with a full spinnaker on a warm windy day to the complete lunacy of sitting with backs to the wind waiting for a blizzard to pass as was experienced in Holland this Easter.

Friendly – this would apply to all folk I have met connected with the Osprey. On several occasions this year it has been the Osprey sailor's welcoming cheer to a visitor or interested person that has persuaded them to look further. The Osprey has so much to offer we need to promote the class as much as possible – what better way than personal contact!!

Fitful – this word really comes to mind as a good way of introducing the subject of subscriptions. Sorry about the dig but none of us are perfect and I apologise for any delay in answering letters. But, as I said in a previous edition, prompt payment is to your advantage. From now on I will be sending handbooks only to paid up members.

To more 'Jubilant' matters it has been a very interesting and eventful year. Many things I have not achieved but I hope we can see a lot of interest in the coming year with the prospect of a 'Jubilee Race' to celebrate 25 years since the Osprey won the 'Round the Island' race.

We will definitely be at the Boat Show next year and will be looking for many hands to help man the stand to best advantage in the new venture called 'Dinghyland', a section specifically for dinghy exhibitors only.

A big thank-you to everyone who has helped me out, this year especially my Mum who has become an expert with phone messages and enquiries.

Look forward to seeing EVERYONE at Filey.

Good Sailing,

Liz.

Please remember the A.G.M. is the one time in the year we can get together and hear what **you** think – The Association is run to protect your interests as Osprey sailors by promoting and supporting the Osprey as much as is possible, but **Feedback** is vital.

Are you happy about the way the Association is being run – bring along constructive suggestions gentlemen – it goes without saying to the Ladies.

The Association is what you make it – there is no time to sit on the centreboard and expect the boat to right itself!

ANNUAL GENERAL MEETING

The Annual General Meeting of the National Osprey Class Association will be held at Filey Sailing Club on Tuesday, 9th August, 1977 at 16.00 hrs.

AGENDA

1. Confirmation of 1976 A.G.M. minutes.
2. To discuss any matters arising from the 1976 A.G.M. Minutes.
3. To discuss the following points relating to the class rules:
   a) Rule 17(1) Chain-plate position. The following rule is proposed:–"The centre of the pin hole in each shroud plate shall not be more than 3200mm from the outside face of the transome and not less than 685 mm from the longitudinal centreline of the boat".

      Existing rule 17(1) to be renumbered 17(2), rule 17(2) as 17(3) etc.

   b) Measurement Stations. It is proposed to alter the position of the measurement points to coincide with the position of the building moulds (only two stations conform to this requirement at present). This will require a number of alterations to the measurement form although they will have no effect whatsoever on the controlled shape of the hull.

      Some irregularities also appear in the beam at shear measurements on the current measurement form allowing more tollerance than was originally intended. It is proposed that the beam at shear measurement should be = + or – 13 mm except at the transome where it should be + or – 7 mm.

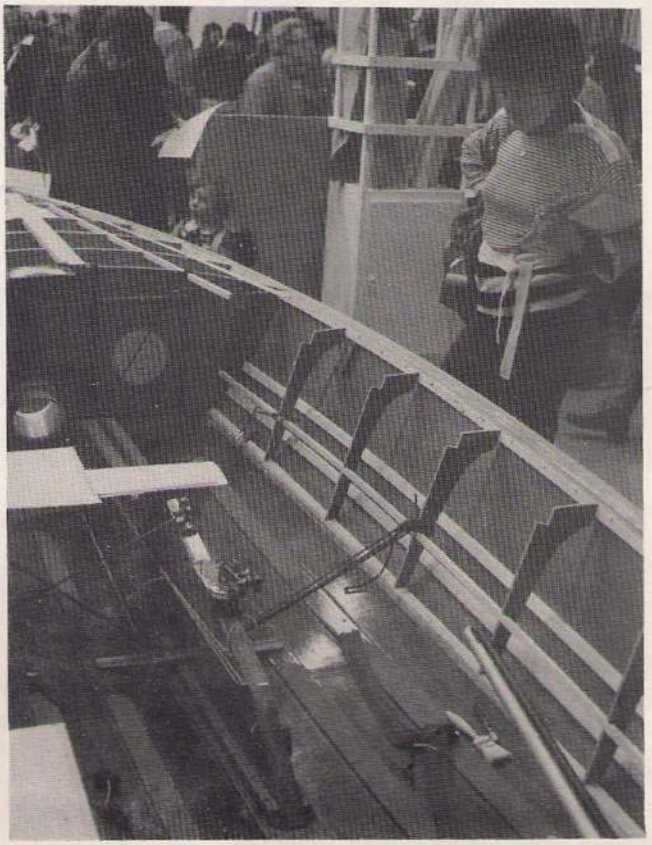
   c) The laminate specification for G.R.P. construction has been re-written by Ian Proctor to take into account the availability of new materials and techniques. Under the approval of the Class committee boats have been produced with the new laminate by Westerly Boats. The Osprey Class Committee recommend that approval is given at the A.G.M. for the new laminate specification to be used on all future G.R.P. boats.

   d) Measurement. The R.Y.A. are proposing to re-write the Class Rules to follow a similar format to other class Associations. A.G.M. approval is required for the above rule changes to be submitted for R.Y.A. approval by November 1977, to take effect from March 1978. (These rule changes will have no effect on hull shape, rigging requirements etc.)
4. Secretary's report.
5. Publicity Officer's Report.
6. Treasurer's Report and Annual Accounts.
7. Election of Officers and Committee.
   a) Chairman (not seeking re-election)
   b) Acting Chairman (not seeking re-election)
   c) Secretary
   d) Assistant Secretary
   e) Treasurer
   f) Publicity Officer (not seeing re-election)
   g) Auditor
   h) Election of 11 committee members
8. Any other business.

Pickets Lock 1977 – Tony Hodges reports



Pickett's Lock – the view from above – 1138 is Alf Hawksworth's boat, the hull of 1088 can be seen alongside.



Liz Mackay surveys the part exposed Osprey hull on Tom Barnard's stand.

The 1977 London Dinghy Exhibition was held at the Picketts Lock Sports Centre, Edmonton, North London.

The Exhibition was the largest Dinghy Show yet held at either Picketts Lock or at the previous London venue, Crystal Palace.

Each of the four main halls had a specific theme. In one hall there was a display devoted solely to Jack Holt design boats and it was interesting to see just how many very different classes have come from the Holt drawing board. Another hall specialised in Sailing Clubs situated in and around London and the Home Counties. There was a hall devoted to D.I.Y. and Kit boats and it was here that Tom Barnard of Barnard Boats had his stand.

The Osprey Association stand was in the fourth hall which featured many other classes, in particular, the Olympic dinghies.

There were many activities in other parts of the building, including yacht racing on the swimming pool using radio-controlled yachts. There were lecture sessions on tuning, maintenance and a host of other subjects as well as films.

Tom Barnard was specialising in the kit Osprey with building plans and diagrams laid out. He also had an Osprey which was quite unique and very instructive. Tom had taken off all the decking from the starboard side of the boat revealing the frames and stringers. The portside of the boat was intact with all the usual control lines laid out and well labelled. There were a lot of interested people on the stand and Tom feels there will be some response in the way of orders for his kits.

Bob Bidmead, the Area National Committee Member, took on the job of organising the stand for the Association with the help of Robert Shaw from Creeksea Sailing Club. Our stand was well situated between the Olympic and International fourteen stands.

Bob had recently sold his Mark III wooden boat 1088 'Renegade' and the new owner, Graham Wellington, had kindly allowed us to use this boat for the Show. It was a fine specimen built by Eric Robinson of Southminster, finished and fitted by Bob. It had recently been revarnished and painted and looked quite beautiful.

Alfie Hawksworth loaned his newly acquired glass Mark III No. 1138 'Tickled Pink' built by Westerlys. Alfie had only just collected the boat and so it was in perfect condition for the Show. We were very fortunate to have on the stand the latest of boats and we thank Alfie and Graham for the use of their Ospreys.

Robert Shaw had built a triangular revolving display stand some eight feet high on which featured a map of the Osprey Clubs situated around the country, cuttings from previous newsletters, photographs and general news and International news from the many Osprey fleets. This display stand was very impressive and Robert had spent many hours preparing it for the Show.

Creeksea members were joined by Osprey owners and crews from Stone S.C. and Stewartby S.C. in manning the stand. All those helping were dressed in special "T" shirts made for the occasion, giving the message "Ospreys at Picketts Lock 1977".

On Sunday the stand was considerably improved by the appearance of "Miss Osprey". Now, you may be thinking where did we get "Miss Osprey" from? How was she selected? Who selected her? and so on. The answer? – We hired her for the day! Miss Osprey kindly agreed to dress in shorts and "T" shirt and to decorate our stand with some glamour. It is difficult to assess whether this scantily dressed beauty helped in stimulating interest in the boat, but she certainly stimulated the Osprey males manning the stand!

It appeared that people from many parts of the country had made the journey to London for the Exhibition. We had people visiting us on the stand from the West Country, Midlands and from Yorkshire and Lancashire.

Our thanks go to all those who helped make our part of the Show a success and we hope next year the Osprey stand will be better than ever and we look forward to seeing as many Osprey boat owners and crews visiting our stand at the Show to give us support.



Association Display stand (above). People at Picketts Lock included Bob Bidmead keeping a tight hold on 'Miss Osprey' (below) and Alf Hawksworth doing likewise to Class Secretary, Liz Mackay (lower).



Photo – Tony Hodges



Photo – Tony Hodges

From Lagos-of Ospreys and Parties

by Donald Forbes (Musto & Hyde Sales)

Competitors at the never-to-be forgotten 1976 Mounts Bay Osprey Championship will remember well the contingent from Lagos, Nigeria. Conditions did not suit them too well since normally they rarely experience strong winds and they had new boats and new sails to cope with.

In March this year British Caledonian Airways flew me to Lagos to visit and talk to the members of Lagos Yacht Club. A fascinating trip indeed.

Nigeria is a country of over 80 million people. A teeming, turbulent land of contrasts, with much wealth for the few and much poverty for the masses. Even with an economy shored up by the riches of oil it clings still only tenuously to economic stability, with over-rapid growth still the main problem. Basic facilities often cannot cope. Electricity is cut off every other evening. Telephones work quite often but not always. Cars can only be used on alternate days by law - registration numbers beginning with even numbers on Tuesday, Thursday and Saturday and odd numbers on Monday, Wednesday and Friday. Sundays and evenings after 6.0 p.m. are free to all.

An expatriot community of British, Dutch, German, Japanese, Americans and others, totalling 15,000, spearhead the industrial and technical attack on the nation's ills and for some of these at least Lagos Yacht Club forms an oasis of peace in an otherwise chaotic land.

The club has 150 racing dinghies comprising Osprey, Shearwater, Fireball, GP14, Tarpon (the U.S.A. Lightning class in disguise) and two or three miscellaneous boats. The Ospreys seem to dominate the club. The competition is hot. Racing conditions are fearsome.

Lagos Harbour is a deep water river channel running between ½ mile and one mile wide down to the Atlantic nearly two miles away. This channel used to be open sailing water but today it is crowded with moored shipping, much of it actively discharging cargo into lighters. To capsize uptide (and the tide can run at 5 knots) of such a ship is dangerous – very dangerous.

There are compensations. Take the weather for example. Continual 80–100°F temperatures keep the water seemingly at bath water temperature and a 10–12 knot breeze gives you trapezing conditions for most races during the year, but they don't get the really strong winds which we enjoy on occasions in England. I wore a tee-shirt to keep the sun off, not to keep warm.

Opposite the club and at right angles off the main channel runs a "creek". As wide as the Thames at Staines and banked by sparkling sand and palm trees it is used by the club for the annual long distance race. The turning mark is usually thirty five miles away – some creek! Sometimes they camp for the night and race back next day.

Lagos Yacht Club clubhouse stands on the entrance of another creek which, but for one low bridge, would let you sail to a lagoon which must be 20–30 miles across. Many local people have speed launches.

During the week I talked to each of the classes including the Osprey owners about tuning problems – mast control, sail shape, twist, mainsheet systems, rudders, centreboards. The interest was endless. They feel, indeed they are, isolated from the latest tuning thinking, but they catch on fast. Each evening we stopped in time for the class party which goes on until well after midnight.

The Thursday night was Osprey night at the home of Phil Searle and his wife Ross. Fantastic people! Fantastic party. They went to endless trouble to make it a special evening and it was. Afterwards the class offered to subscribe to a liver transplant when I reached London. I declined, thinking that London would be too late. After all that was four days and four parties away!

I left Lagos with sadness. My thanks go to Martin Foster and Ann (for Martin was the cause of my being invited) and to British Caledonian Airways for their practical help and as well as their almost legendary efficiency.

I bring greetings from Osprey sailors in Lagos to all the class in U.K. They will be back to fight again.

CLUB NEWS...

Creeksea

Since last Season Creeksea S.C. have finally won the hard fought battle for planning permission for the Club house and it is with great joy that we can now report, some £6,000 later, that our new ramp is finished and Club house is built and is nearing internal completion. With these improved facilities we hope to attract more members and more Ospreys.

After the Picketts Lock Dinghy Exhibition we placed a small news item in our local newspaper with considerable response from people both experienced and complete beginners wishing to crew. Our old problem of shortage of crews is with us no more.

So far racing has been well supported this year with Bill Letton making his mark at the front of the fleet and Robert Shaw not far behind. We welcome Brian Healey, Editor of the magazine 'Dinghy Sailing' who has bought an Osprey and is sailing with us regularly.

We are looking forward to Burnham Week Regatta over the August Bank Holiday weekend and following week. Should anyone be interested in coming for the week or just for the weekend Dinghy Trophy, then please contact Anthony Hodges, 6 The Crest, Goffs Oak, Herts., for further details.

– Anthony Hodges

Royal Tay

Little Osprey news now that three of the remaining Ospreys, 714, 750 and 759 are up for sale. Chris Bonar is keeping 1006 but regularly races squibs (Nationals at Tay August 1977).

On the social scene Titch Summers marries Pat Edwards on 20th July (at last!) and Elaine (Ian Stevens crew) produced a daughter for Eddie Thompson (Titch Summer's crew) during the week of the Scottish & Northern Championship.

– Ian Steven

Clyde Canoe Club

The Osprey class has suffered a severe recession this season, with two of the more active boats up for sale. When these go the active fleet will add up to the grand total of two – nos. 18 and 79.

Last year No. 18 changed hands and David Moss is busy converting No. 79 to Mk III to be renamed 'Artful Dodger II'.

Club members have just completed a mammoth building programme and can now boast changing rooms, showers and toilets second to none. All Osprey helms are invited to sample these facilities at the 'Dinghy Open Weekend'. 20/21 August 1977.

– David Moss

Filey

After 18 months work the Championship committee are in the final throes of organisation;– it hardly seems 6 years since the last occasion at Filey. Everyone is delighted that a brewery will be sponsoring the week and you are all asked to consume as much as possible to show your appreciation.

The season so far has seen Jim Haddock in 834 'Wardance' win the 'Beer Barrel' trophy, the first points series and of course the Scottish & Northern Championship.

Richard Plowright launched his new wood Mk III No. 1146 'One Jump Ahead' on 3rd July, with recent new boats going to Peter Beaumont (1142), and Terry Greaves (1140).

Turnouts are generally in double figures although the strong winds of 19th June took their toll. Of the eight starters at the beginning of the day, six were forced to retire as the day progressed. Hector Watts and John Littlewood suffered damaged rudders, Peter Beaumont and John Rayner broken halyards, Jim Haddock failed to right after a bad capsize in the last race and had to be brought ashore with a scratch crew returning the boat home and Elizabeth Lang, crewing for John Lang in 853 'Pastyoureyes' was rushed to hospital after a lull in the particularly fluky but strong wind caused her to pull the boat to windward, losing her footing on the trapeze with a severe gust seconds later reversing the situation, Elizabeth crashing against the gunwhale back-first. Only Terry Greaves and Malcolm Clack survived unscathed. Fortunately everyone is now more or less back to normal.

– John Littlewood

Ogston

A fleet of sixteen gives good turnouts and thanks to the wet winter there has been a full reservoir. The predominantly northerly wind this year has produced fluky conditions for most of the races so far.

– Maurice Whiteman

Portishead

The season started in early April with the cold weather and a distinct lack of urgency from the Osprey helms to do battle with the elements and Lloyd Fryer. Lack of crews is keeping the numbers down to only four regular teams sailing. Old campaigners have supported nearby meetings, two boats travelling to Stewartby for the 'Cup Final' and sailing combined meeting and three boats to Grafham, Lloyd Fryer is again proving that 'Pigs can Fly' with second places at both events.

At the moment there are three definite starters for Filey but sponsorship by North Country Breweries could make all the difference!

– Phil Isles

Lymington Town

Broken gear has kept the weekend fleet down to six starters latterly. The first series of club races was won by Peter Stubley in 'Pieces of Eight', with Paul Sylianon second in 'Black Shadow' and Roy Hunt third in 'Plastic Chicken'.

Nat Eynon and Alistair Mackay travelled down for the club's 'Hamble Scramble' a twenty mile handicap race. Nat won by 6 seconds from Peter Stubley.

– Peter Stubley

Sussex Motor

The class continues to expand, two new recruits coming from the Enterprise class and 1003 'Yorkshire Pudding' joining the club's 22 boat fleet. Sunday turnouts are about 12/14 boats with Brian Littler having to fight hard to retain trophies won last year.

The new 'Early Bird' trophy, sailed for over the weekend 14/15 May was won by Terry Kirchin in 768 'Sirocco Too'. Obviously the hard work spent refurbishing the boat in the winter months had paid off.

The class has been enjoying the two race Sunday programme with mainly fine weather so far.

– Geoff Littlejohn

OVERSEAS NEWS

Martin Forster writes from Lagos:–

"The Osprey class continues to do well, the new class representative is Trevour Quick of P.O. Box 613, Lagos, Nigeria. I leave Lagos for good early in September for Nairobi, Kenya. The Osprey strength in Kenya being fairly weak I may have to turn to 505. I have enjoyed my sailing in Lagos and it has been of immense pleasure to see the Osprey fleet grow to a strength of nearly 40 boats. I have spent four years in Lagos.

I won the last quarterly points series which ended in March. In the present one which ends this Saturday only one point separates Danny Mackenzie and myself. This Saturday's race should therefore be full of needle.

Brian Birkett, who has been Mackenzie's "Orang Utang" for the last five years left Lagos permanently for Jakarta last week. He left the club an Osprey Trophy, similar to the one at Mount's Bay S.C. to be presented to the most consistent helm over a year's performance.

My disappointment has been not being able to have your team out to sail against us. But I have now arranged for our lads (5 helms and crews) to sail against the Kenya clubs end of September this year. Perhaps a return series will be arranged in 1978 in Lagos.

The idea is to sail 505 in Kenya and Ospreys in Lagos".

Another world record attempt

This time from the Gilbert Islands. Peter Barton has spent 3 years there, the first mainly building his Osprey No. 1099. He now hopes to follow Filey but a shortage of experienced dinghy sailors means a moonlit night is essential as he will have to make most of the going himself.

Going Dutch at Easter – by Tony Hodges

The European Championship

They read in the curren Class Newsletter
That there was an Osprey Open abroad.
There was no doubt that they could do better
It was a question of what they could afford.
It appeared this 'do' was in Holland,
The land of tulips and clogs,
Of windmills and Delft china
Of canals and of dykes ..... and of bogs.

This challenge was not taken lightly
For the time of the year it was cold
So plans were laid in warm public houses
More thorough than for 'Olympic Gold'
They elected a Selection Committee
From all the helms who could still stand
To hold a series of Eliminating Trials,
In the 'Men Only' bar in the 'Grand'.

When the numbers were reduced down to thirty
All the names were placed in a hat.
The first name drawn was an Arab called Alistair,
The second name none other than Nat.
Both had well proven racing records
Nat being the National Champion's runner-up,
Whilst Alistair was second of three Lasers,
In the Abu Dhabi Sandyachting Cup.

The boats were loaded one on t'other
It was cheaper to travel two up,
With ribald cries from the others
"How much do you want for a pup?"
They set off from South Wales to Dover
Conditions in a car never worse,
Two boat's gear, Nat, Liz, Al and Graham
And Gillian ..... Alistair's personal nurse!

They crossed the storm lashed English Channel
They drove on right thro' the night.
No-one told Alistair 'til they got there
That on the Continent they drive on the right
This nerve shattering mind bending experience
For Graham was almost too much .....
But for Nat it was an absolute disaster
..... The fright had cost him his 'touch'.

The Officer of the Day was imported from England
He brought his own sound-signal to blow.
But the first race coincided with a blizzard
And abandoned due to ice, sleet, and snow.
In the afternoon the weather was lovely
The blue water was just flecked with foam.
But "Zer vill be no more racing today .....
Zee Englander wiz zee 'orn 'as gone 'ome".

On Sunday the issue was settled
With three races all held in one day
The winners of the Scharendijke Trophy
We all know now were Taffs by the name of Mackay
This lead to high jinks in the evening
Activities on which we'll not touch
The winner spoke in four different languages
None of which was English, Welsh...or Dutch.

Alistair gave a display of 'mike' juggling
Eye-rolling, coughing and falling about
That the Dutch, enthralled by his antics
Did a clog dance and gave him a shout.
He then spoke in an Arab-Red Indian lingo,
(He had practised all night in the loo)
"You er likem (glug!) a firewater Dutchman?"
"How kind, Alistair! I really don't mind if I do!"

Alistair continued his walkabouts with the natives
And was at one time overheard
Telling some English-perfect Dutchman
"Next time Nat him come (whoosh!) by big silver bird,
Crossing the bright shining water
Give him um-pain in um-tum
Him sit long moonless hours in tee-pee
Shooting stars in um-tum...and um-bum".

But they had a grand time out in Holland
The Dutch were a pleasure to meet,
They fed them and housed them in comfort
It was anything but a Dutch Treat.
Yes, they had a great time out in Holland,
Their hosts went to extremes just to please.
They are all going to go again next year
Except Nat...He's down with Dutch Helm Disease!

Anon



Drifting conditions at Scharendijke. Photo – Tony Hodges

Scharendijke Sailing Club were the hosts for the second International Osprey Open Meeting. The hospitality of our Dutch friends was wonderful for they were able to accommodate the twenty strong British team in their homes and provided us with every need.

The main party of visitors were members of Creeksea S.C. in Essex. This year it was decided that we should take four boats with us and these were transported on two specially converted trailers. The first two vehicles with the trailers left for Holland on the Thursday night ferry, arriving in Holland Good Friday morning. The remainder of the party travelled on Good Friday, arriving at Scharendijke early that evening.

It was a great pleasure to have a team from South Wales join us on this continental journey. Alistair and Liz Mackay, Graham Boylon and Nat Eynon converted a trailer to carry two Ospreys and made the long journey from South Wales to Scharendijke via the Dover/Zeebrugge ferry. The journey for them all was very rewarding as this Welsh team walked off with first and second places. Racing was planned for Saturday and Sunday, leaving Monday for travelling home.

Saturday: Wind NNW 3 to 4 gusting

The fleet left the harbour at 2.30 for a 3 p.m. start. While the fleet was assembling at the start the weather deteriorated rapidly culminating in a blizzard before the gun. Visibility was so poor the race officer lost sight of the fleet only 30 yards away causing an inevitable cancellation. With high winds gusting 6 to 7 and continued poor visibility, it took more than an hour for everyone to return safely to harbour. No racing was possible for the remainder of the day.

Sunday: Wind Easterly – very light to non existent.

After the disasters of the day before, Sunday saw a beautiful sunny morning with little wind but with a promise of more in the afternoon. The entire Osprey camp was slow to rise as most did not get to bed until well past 3 a.m.

Race 1:

At 11.30 the first race was started with virtually no wind at all, and the fleet just made it across the line. Nat Eynon had obviously pleased someone in heaven for he found his own breeze and took the lead which he kept until the finish. At the first mark Robert Shaw (805) was lying second with Willi van Beveren third (883), following close behind were Alistair Mackay (1015) and Bill Letton (704). The course was shortened to one lap owing to lack of wind and these positions were maintained to the line.

Race 2:

Wind NW 3 to 4 increasing. Of the eighteen Ospreys racing there were two boats over the line at the start, one of whom was Nat Eynon. Alistair Mackay made a good start

with Robert Shaw and Bill Letton close behind. At the windward mark Nat Eynon had sailed through the fleet to fifth position, and after rounding the mark and hoisting spinnakers Eynon pulled through to second place to challenge the Mackays but he was unable to catch them. The first Dutch boat home was Willi van Beveren in sixth position with Hans van Riemsdijk eighth.

Race 3:

Wind NW 4 to 5 gusting. The race officer decided to run a further one lap to make up for Saturday's cancellation and to give three results to allow for one discard.

The race started at 16.10 and saw the Mackays out in front again. They were hotly pursued by Bill Letton, Robert Shaw with Nat Eynon fourth. These positions remained constant to the finish. Coming to the line Willi van Beveren was lying sixth with Hans van Riemsdijk very close behind. It was whilst rounding the distance mark that Hans managed to squeeze past Willi and in so doing won the Scharendijke Osprey Trophy.

The British team would like to thank our Dutch friends for such a wonderful weekend and hope we will see them in Britain soon to try and repay some of their hospitality.

Results

Scharendijke Osprey Easter Egg Trophy presented by Scharendijke Sailing Club for the best placed British boat was won by Alistair and Liz Mackay in 1015 'Tast of Honey'.

Scharendijke Trophy presented by Creeksea Sailing Club for the best placed Dutch boat was won by Hans van Riemsdijk and Annimieka Otto in 625.

The Scharendijke Youth Trophy awarded to the best placed team under nineteen, was won by R. Lenze, 16 years and M. Beens, 17 years.

1st	1015	Taste of Honey – Alistair Mackay, British Steel S.C.
2nd	937	Superstar – Nat Eynon, British Steel S.C.
3rd	805	Granny – Robert Shaw, Creeksea S.C.
4th	704	Philosan – Bill Letton, Creeksea S.C.

Filey-Chalmers Park

In view of the forthcoming Championships, the Annual Chalmers Park Trophy at Filey—normally sailed in September—was advanced to coincide with the Club's Annual Regatta over the weekend 9/10th July.

Despite entries of 40 boats in previous years and the prospect of racing at Filey before the Championships, only 10 visitors, admittedly from a far flung range of clubs (Blithfield, Tees, Morecambe, Hornsea and Ogston) supported a dozen home boats in a record regatta entry of 117.

First Open at Stewartby



The winning team – Alistair and Liz Mackay. Photo – Arthur Oakes.

The fleet received another boost to prominance when 13 visitors joined the 13 home entries in the first Osprey Open Meeting to be staged for the Charles Wells Ltd. Osprey Award which was presented to the winner by Wing Commander Oliver Wells of the brewers Charles Wells Ltd. of Bedford.

Unfortunately the event was not blessed by the more normal moderate Westerly winds, but a force 5 gusting 7 wind which blew from the North East through the brickwork chimneys giving very shifty conditions, and white caps over the 250 acre lake. There was no racing on Saturday, and the competitors either settled down in the Clubhouse to watch the Cup Final on television, or to sun themselves in the lee of Clubhouse.

On Sunday the wind had moderated to a force 4 to 5, but still from the North East, and shifting around the chimneys and trees on the North side of the Lake causing several capsizes in the three races sailed.

Lloyd Fryer won the first race, finished third in the second race, while Nat Eynon finished third in the first race, and won the second. Tony Blachford and Brent Strickland competed in the first race with the new 'Infidel', but suffered a damaged rudder, and were unable to compete any further in the series.

The third race saw a reduction in the fleet as several competitors had suffered gear damage in the boisterous conditions, but racing was keen with Alistair Mackay and Liz Mackay having been second in the first two races, winning this race to take the Charles Wells Award. Lloyd Fryer finished second in the third race, and second overall while Nat Eynon, who capsized in the last race finished third overall. Fourth place went to Derry Andrews from the home club, with consistent sailing in all three races.

The Stewartby Fleet would like to thank all the visitors for coming and competing under the trying conditions, and look forward to welcoming more Ospreys to the next Stewartby Open.

– Arthur Oakes

Results

1st	1015	Taste of Honey – Alistair Mackay, British Steel
2nd	946	Super Pig – Lloyd Fryer, Portishead
3rd	937	Superstar – Nat Eynon, British Steel
4th	1051	Boobs II – Derry Andrews, Stewartby.

The weather always affects local visitors who generally make the decision to turn out after peering through the curtains on Saturday morning, undeterred by any late entry fees.

Saturday was a grey blustery day with a North Westerly wind creating borderline conditions and causing the eventual cancellation of the day's racing.

Sunday was a little better, the wind from the North force 4 with a steep lumpy sea, ideal for the Osprey but not so for the smaller brethren.

Wally Gardener took off from the line and led from start to finish, revelling in the conditions with an ever widening margin as the cloud ceiling lowered and the day became quite horrid. Terry Greaves and Alan Smith followed home. To make up for Saturday's cancellation, three races were scheduled. Race 2 commenced at 2 o'clock, the wind perhaps 3/4, the tide now well on the ebb. This time Richard Plowright from the home club led the way in recently launched "One jump ahead" and dramatically increased his lead on the first two reaches, with clear wind filling his distinctive coloured spinnaker.

Gardener and Greaves were following and as the race continued they closed the gap. On the final beat up towards the club house in the corner of the bay, Plowright elected to cover Greaves on the seaward route whilst Gardener hugged the shore. At the penultimate tack Greaves jib halyard snapped which left Plowright no time to cross and cover Gardener who just made the finishing line first and with two out of the three races counting, he watched the final race from the comfort of the Clubhouse.

The last race saw virtually no visitors—most of them, including Alfie Hawksworth—packing up to go home.

Jim Haddock won the final race by a boat length from Plowright who again had initially held the lead from Smith. Haddock made the break on the fluky down wind run and although passed by Plowright at one stage, he managed to finish just in front.

A point of interest was that of the 8 wooden Mark III boats sailing, all except one were built by either Ray Green or Terry Greaves, both Club Members.

Results

1st	1114	Just Pogo – Wally Gardiner, Morecambe.
2nd	834	Wardance – Jim Haddock, Filey
3rd	1146	One Jump Ahead – Richard Plowright, Filey
4th	1113	Wings – Alan Smith, Hornsea
5th	1140	Wings II – Terry Graves, Filey