NATIONAL OSPREY

NEWSLETTER

December 1977

FILEY

1978 NATIONAL CHAMPIONSHIP REPORT - JOHN RAYNER PHOTOS. TIM HORE



Some idea of Sunday's seas can be judged from this photo of Richard Bowen driving 'Mary Jane' up the windward leg beyond Filey Brig.

The success of the Filey week was due primarily to three factors – Sponsorship by North Country Breweries Limited, hard work put in by the organising committee together with club members and good weather.

Any club running a championship has financial commitments at an early date and everyone was delighted when the contact between committee member - John Gilpin - and Tim Cartwright-Taylor, Sales Director for North Country Breweries, blossomed into an agreement for the Brewery to sponsor the Championship week. Tim is a sailing member of the nearby Humber Yard club and regularly attended the frequent and lengthy meetings as well as offering considerable help with pre-championship publicity and printing.

Many visitors may have been surprised at the primitive clubhouse facilities - no electricity, no gas, no road access, no bar and the clubhouse situated 50 ft. above the sea on a moving cliff. A fair list of items to overcome for a six day programme involving 99 helms and crews together with families and over 60 club memers resident for the week. Experience of the 1971 championship was invaluable and with areas of the dinghy park cleared for the bar marquee, plenty of brollies, tables, chairs, a magnificent view of the bay and adequate quantities of North Country beer, all that remained was for the weather to play its part.

For once, the weather did co-operate - at least for most of the week. A fine breezy Saturday for arriving, Sunday and Monday were poor but thereafter perfect weather all the way enabling a full sailing programme with a lazy lay day on the beach.

Slick reception work by the Beach Master on the Saturday saw everyone on the water for a prompt 4 o'clock start to the race. If bets on the eventual Championship winner were to be taken on the result of this race, sailed in an ideal force 4/5 Northerly wind, few would have made much money backing Tony Blachford to win for the odds would have been very much in his favour. He romped home an easy first with Wally Gardner fourth and Tony Powell sixth, both front runners in previous championships. Jim Haddock's second place delighted the home supporters whilst Terry Kirchin's third was a fair indication for the eventual novices trophy nomination.

Sunday's race was undoubtedly the race of the week with a dramatic weather change to a grey and overcast sky with a force 4/5 Northerly and a big swell rolling in from the North Sea. The windward mark, a small orange dinghy sporting a 4 ft. pole and flag (from Tuesday the marks were modified and were much more visible), stood no chance of being seen from any distance as it rose and fell on the 12 ft. waves beyond the famous Filey bell buoy. Huge surf had swamped the gate boat bearing committee boat staff out to sea to create a 50 minute delay and an unavoidable line start. Surprisingly, everyone sped away cleanly, crews quickly adapting themselves to the rough and testing conditions. With the windward mark out of sight, it was those who swung quickly on to port, whether by accident or design, and headed out into the waves and the open sea who were first to sight the buoy and found that with a very short starboard hitch, they could lay the mark. Front runners were Richard Plowright and James Curnow with Tony Blachford some way behind after overstanding the mark. Whilst the windward leg had seen a fair amount of spray, this was nothing compared to the first broad reach back to the shore and wing mark. Boats sizzled down the wave fronts at top speed some coming perilously close to that disastrous broach, lee helm one minute, weather helm the next as the waves and wind pushed forward. Rudder failures of every kind abounded and were responsible for most of the 44 retirements giving some idea of the stresses and strains involved.

It took Tony Blachford just three legs to pass Plowright, Curnow and Brian Summers and he then managed to stay out in front to finish at 13.55, 45 minutes ahead of the final boat.



The father and son team of Keith and Thomas Byers (father out on wire).



Well known names, Gerald Iddon in 1145, Alf Hawksworth in 1138 and Mike Corbin in Tom Barnard's 'Atalanta' seen on Tuesday's spinnaker leg.



Wally Gardiner just makes the tack in front of Brian Littler at the windward buoy on Tuesday morning.



A wet start for Vernon May setting off for the first race of the week in the prototype Mk III.



The Filey team of Ron Lorriman and John Prosser work hard to push 'Mr. Magoo' up the windward leg.

The race had, in fact, become something of a procession with the long port tack out to sea remaining the favourite route as the ebb tide strengthened giving only minimal opportunity for place changing on the beat. The run, slightly at an angle to the waves, gave exciting spinnaker conditions whilst the inshore reach provided an exhilarating sprint near the shore line.

Everyone, without exception, was very wet and cold but voted the day one of the finest championship races ever. Two exceptions were Lloyd Fryer, at one time in the first half dozen and photographer Tim Hore, both of whom retired sea-sick.

Monday's weather was pretty dreadful. The wind remained Northerly and poor visibility added to the Race Officer's and the Competitors' problems. Lumpy, breaking seas again swamped the gate boat giving the week's second line start with a formidable 2 mile beat parallel to the shore to a mark completely out of sight, this time due to the misty conditions. The beat gave little advantage to either tack and boats zig zagged up towards the lee of the Brigg. A long broad reach followed by a short tight reach back to the leeward completed the triangle.

In the end, worsening visibility dictated the race time table and few grumbled at only a triangle, loop and final beat being sailed. Plowright, Haddock, Powell and Nat Eynon fought for places behind Blachford - an easy winner all the way.

By Tuesday morning, Saturday's weather pattern had returned which was fortunate because Yorkshire Television had arrived complete with Range Rover, helicopter and an army of technicians. Tony Blachford and Richard Plowright were interviewed at length on the beach and thereafter the camera crews divided between the helicopter and a local fishing boat to cover the event. An edited version of the filming was screened on the local sports programmes three weeks later when Richard Plowright provided the commentary. To add to confusion in the sky, Assistant Beach Master, Mike Walsh, was flying low over the race area in a small plane from Flamborough air field primarily for the benefit of photographer Tim Hore. Despite these distractions, Geoff Dean opened a perfect gate and it soon became apparent there was only one way to go - a long starboard tack inshore followed by an equally long tack out to the weather mark by the Brigg. All the leaders did this with Tony Powell leading followed by Plowright and Haddock. Blachford continued his usual trick of rapidly picking up places to finish first again.

A similar pattern developed in lighter weather on Wednesday with everyone the wiser after Tuesday's race and following a similar route up the beat. Tony Powell at last got just reward for his efforts by taking the gun despite the absence of a main sheet jammer throughout the race. Blachford was at the front early on but stood too far into the bay on the second beat and lost the lead. A fickle wind played havoc with the start. Pathfinder Terry Kirchin set off to be faced with a wall of sails after going barely 50 yards, as boat after boat mis-judged the tide to be carried across the line of the pathfinder. A general re-call was sounded and the next attempt was a success - all these proceedings providing entertainment for visiting dignitaries of North Country Breweries on board a local Filey coble.

Blachford had now won the championship for the 4th consecutive year and with a further win in Friday's race (optional as far as he was concerned) he had achieved minimum points, four firsts to count with a second place discarded. This performance had never been achieved before in the Class Championship and those who would doubt the performance of the glass boat would do well to take note. The weather, the opposition and courses set had all provided a completely fair test of the boat's ability.

Friday's distinguishing feature was the posse of Filey boats which lead at the windward. Bob Weddall first, followed by Brian Considine, David Poole and Jim Haddock. Haddock improved to third, the others fell to 36th, 59th and 15th. The secret of those early leaders success was sailing the opposite route on the first leg - that is out to sea rather than inshore. Geoff Dean worked hard to maintain second place in the light north easterly breeze and calm sea.

The evening programme centred round the clubhouse early in the week with two first class barbecues, Saturday's combining with the briefing. A fine moonlit night on both evenings ensured success. Monday night was to be a "Booze & Cruise" trip on the local Scarborough pleasure steamer

"Coronia" but with the poor weather the trip was re-arranged for Thursday. Unfortunately a late start took the edge off this first class idea. The formal dinner dance saw Class Chairman - Mike Corbin - reply to Mr. Brian Barker, Managing Director of North Country Breweries, in a very hot Hotel St. Nicholas at Scarborough, although the food was voted excellent. The mayor of Scarborough held a reception at the Town Hall on the Friday after which competitors crossed the road again to the Hotel St. Nicholas for the prize giving and final dance.

Filey supporters were delighted with the Clubs showing of 3rd, 6th and 9th, by far the best results by Filey boats in any championship. "Mary Jane" took the old boat prize (Stubley trophy) for the second year running and Terry Kirchin won the novices trophy with his 11th place. Sussex completed the hat trick by taking the Offer trophy with 11th, 13th and 14th (Filey's two teams split their top placings putting them second overall). A new trophy "The Little Ship" trophy donated by Little Ship Paints was won by Geoff Dean.

Tony Blachford thanked everyone and threatened not to come back again. To make his point "Infidel" was quickly sold to Filey member Hector Watts and Tony returned home light - that is except for the trophies.

It is always difficult not to mention individuals and equally difficult to avoid a mention when concluding a championship report. Filey has always relied heavily on Bob Hall and his boat "Water Witch" for committee boat duties and without his presence during the week, it is difficult to know how the problem would have been solved. Filey Commodore - Les Banks - also deserves special mention. He was race officer for the week (ably assisted by former Club member Trevor Winship) and few would give other than praise for 6 first class races. He chaired every committee meeting and in the final week, organised his wife and daughter to help him in his full time, spare time task - the only shame is that he cannot be prised from his Fireball!

Significant this year is the contribution by 8 different builders to the top 20 results although Westerly predominate with G.R.P. Mark III boats taking 5 places. Very little change in masts compared with last year, Procter first choice with Needlespar second choice. Musto sails remain the most popular, Mountifield and Seahorse second with no other manufacturers in the running. A split 12/8 in favour of Mark III's is understandable (10/10 last year) with the last 10 boats registered all entering No. 1146 being the latest number. 98 boats from 28 clubs competed. Best turnouts were from Filey (16), Sussex (12), Lymington (9), British Steel (7). Nearby Hornsea and Morecambe managed 6 each with only 4 boats coming from Scotland, and none from overseas.



An aerial shot of Tony Blachford moving at top speed along the second reaching leg of Tuesday's race.



The long standing partnership of Nat Eynon and Graham Boylan. Ian Roxburgh is heading down the spinnaker leg some way ahead of 'Superstar'.



Runner up Tony Powell (left) and crew Glyn Janes.



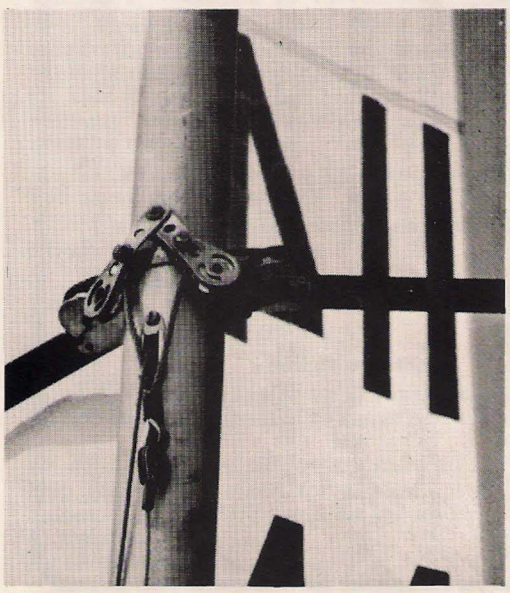
Their results were worth this smile – left to right, Tony Blachford and crew Brent Strickland, Richard Plowright and Richard Littlewood, Jim Haddock and Chris Moor.



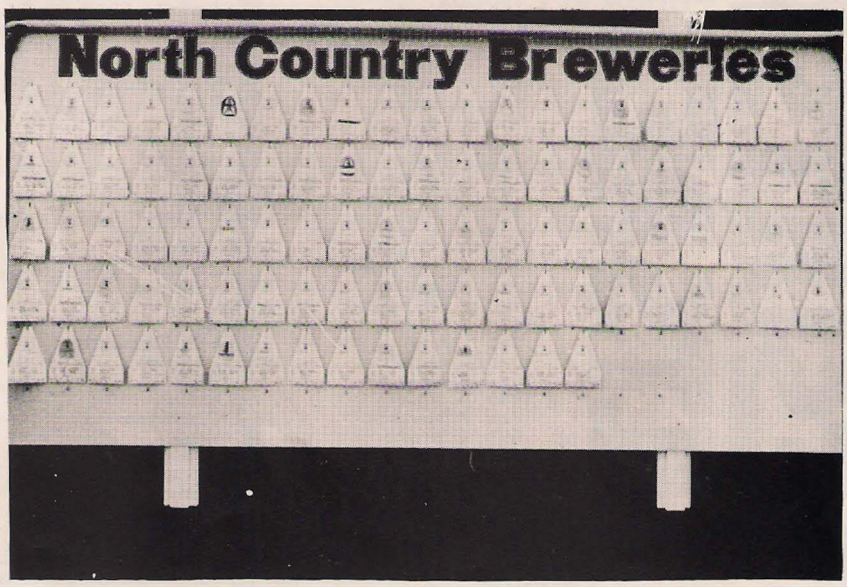
Filey Commodore and Race Officer for the week, Les Banks, receives the host club Pennant from Liz Mackay.



T.V. cameras interviewing Tony Blachford and Richard Littlewood. photo - John Rayner



Tony Blachford's spreader control with 'Magic Box' control at deck level providing the necessary power.



A new kind of Scoreboard. Coloured spinnakers on the cards provided easy recognition, each card being quickly moved to its new position when the days results were known

RESULTS RESULTS RESU
ULTS RESULTS RESULTS

OVERALL RESULTS

Boat No.	Helmsman	Club	Race 1	2	3	4	5	Overall Points	Overall Points
1144	T. Blachford	Lymington Town	¾	¾	¾	2	¾	3	1
1085	T. Powell	British Steel	4	4	2	¾	4	10¾	2
1146	R. Plowright	Filey	2	2	3	8	33	15	3
900	G. Dean	North Devon	18	10	9	5	2	26	4
1114	W. Gardiner	Morecambe	5	18	13	3	9	30	5
834	J. Haddock	Filey	94	3	11	20	3	37	6
946	L. Fryer	Portishead	94	7	5	15	12	39	7
1139	I. Roxburgh	Mounts Bay	7	36	6	4	29	46	8
1140	T. Greaves	Filey	15	17	28	7	8	47	9
937	N. Eynon	British Steel	25	5	12	10	21	48	10
768	T. Kirchin	Sussex	13	21	10	22	6	50	11
1111	J. Curnow	Mounts Bay	3	56	8	11	31	53	12
120	N. Houlding	Sussex	10	32	17	9	18	54	13
963	B. Littler	Sussex	11	16	15	95	13	55	14
175	R. Bowen	Sussex	17	94	22	6	11	56	15
740	S. Macleod-Murdoch	Wormit	8	8	7	49	37	60	16
1113	A. Smith	Hornsea	6	26	14	16	62	62	17
1121	M. Corbin	Lymington Town	9	29	19	23	17	68	18
1138	A. Hawksworth	Blithfield	94	6	4	19	42	71	19
1068	R. Lorriman	Filey	16	11	21	26	38	74	20
665	M. Lambert	Mengeham Rythe	14	22	24	31	19	79	21
1015	A. Mackay	British Steel	10	19	27	31	20	85	22
890	P. Badger	Mounts Bay	20	23	18	24	35	85	23
868	K. Byers	Morecambe	27	27	16	38	26	96	24
521	D. Pipes	Blithfield	21	14	20	63	44	99	25
805	R. Shaw	Creeksea	30	31	33	52	7	101	26
1141	M. Mooney	Hornsea	43	39	106	14	5	101	27
1112	M. Anderson	Hornsea	12	25	26	95	40	103	28
704	B. Letton	Creeksea	32	15	96	36	22	105	29
1116	T. Davies	British Steel	26	13	23	46	46	108	30
894	H. Carter	Lymington	94	30	25	27	27	109	31
1029	J. Robinson	Tees	39	94	39	13	25	116	32
1145	G. Hiddon	Morecambe	47	42	96	17	16	122	33
1142	P. Beaumont	Filey	94	20	31	18	58	127	34
793	O. Chess	British Steel	94	33	43	32	24	132	35
908	J.P. Burdon	Poole	42	51	38	21	39	140	36
903	P. Dovey	Stewartby Water	94	45	48	33	14	140	37
884	A. Filipinski	Mengeham Rythe	35	12	29	95	65	141	38
18	R. Smith	Sussex	28	38	30	47	52	143	39
1053	T. Clayton	Cleveland	23	35	36	56	51	145	40
439	J. Denley	Dorman Long	36	46	51	42	28	152	41
1000	J. Marsh	British Steel	22	94	96	29	10	155	42
722	M. Clack	Filey	94	43	41	44	32	160	43
1074	R. Drayton	Filey	94	34	37	41	49	161	44
880	D. Poole	Filey	34	28	96	95	15	172	45
1004	F. Wilson	Sussex	37	94	57	45	34	173	46
1051	D. Andrews	Stewartby Water	40	48	45	60	41	174	47
888	P. Stubbley	Lymington Town	94	44	44	39	50	177	48
771	P. Iles	Portishead	48	41	35	76	54	178	49
1007	J. Rayner	Filey	38	55	42	43	99	178	50
1070	M. Scurr	Dorman Long	27	40	68	53	60	180	51
1115	K. Toole	Morecambe	24	50	47	59	96	180	52
1119	G. Lambert	Chase	94	54	62	25	42	183	53
949	B. Considine	Filey	41	94	54	30	59	184	54
	R. Marshall	Mumbles	49	58	46	35	63	188	55
631	M. Jakesway	Grafham Water	50	57	52	57	45	204	56
604	M. Bradshaw	Sussex	55	60	66	28	61	204	57
869	I. Mortimer	Filey	31	94	32	65	81	209	58
898	C. Stacey	Mumbles	94	37	106	54	30	215	59
892	J. Littlewood	Filey	45	49	63	74	69	226	60
811	A. Goldsmid	Stewartby Water	52	65	60	61	55	228	61
1103	A. Oakes	Stewartby Water	46	47	55	81	85	229	62
1118	M. Murray	British Steel	44	59	56	70	73	229	63
759	B. Summers	Royal Tay	94	9	34	95	96	232	64
464	J. Hunter	North Devon	47	94	96	40	56	237	65
790	B. Scurr	Dorman Long	33	94	40	86	84	243	66
1137	M. Whiteman	Ogston	94	52	53	69	70	244	67
1006	C. Bonnar	Royal Tay	94	24	96	34	99	248	68
156	R.A. Edwardson	Grafham Water	94	63	70	37	82	252	69
1101	R. Mant	Stewartby Water	94	61	67	62	67	257	70
1008	D. Edwards	Creeksea	94	94	50	68	47	259	71
840	Hilary Thomas	Locks	53	62	68	77	80	260	72
629	I. Freeman	Portishead	51	94	59	79	71	260	73
1069	P. Kenworthy	Hickling Board	29	94	96	95	53	271	74
935	H. Watts	Filey	94	94	69	48	62	273	75
853	J. Lang	Filey	54	94	65	80	77	276	76
1063	C. Barton	Sussex	94	94	61	58	66	279	77
246	J. Walters	Largo Bay	94	66	71	72	79	288	78
529	C. Sheath	Sussex	94	67	96	55	72	288	79
761	R. Weddall	Filey	94	94	96	64	36	288	80
959	V. May	Morecambe	94	94	72	67	57	290	81
663	P. Noblet	North Devon	94	69	96	51	78	292	82
1065	S.R. Martin	Lymington Town	94	94	64	71	64	293	83
1030	M. Vleveland	Lymington Town	94	94	58	95	48	294	84
1072	R. Hunt	Lymington Town	94	53	96	79	74	300	85
1123	P. Sheppard	Sussex	94	94	96	84	29	301	86
435	J. Lilley	Sussex	94	68	96	73	75	310	87
712	I. Peck	Great Yarmouth	94	64	96	106	68	322	88
1031	J. Beaty	Morecambe	94	99	96	50	96	336	89
1054	E. Hanson	Filey	98	94	96	66	86	342	90
800	G. Flint	Ogston	94	99	96	77	76	343	91
414	B. Marshall	Whitehaven	94	94	73	106	90	351	92
837	P. Wright	Hornsea	94	94	96	82	88	353	93
1143	D. Fulford	Lymington	94	94	106	99	83	370	94
322	I. Madeley	Ogston	94	94	96	95	87	370	95
590	M. Gilbody	Hornsea	98	94	96	99	99	387	96
445	S. Nowell	Hornsea	98	99	96	106	96	389	97
735	K. Tarry	Sussex	98	99	99	99	99	395	98
1056	A. Miller-Williams	Lymington	98	99	99	99	99	395	98

LIZZIES COLUMN

"Oh come all ye faithful, joyful and triumphant"

Just a short rendering to wish all my Osprey friends a very happy Christmas and a successful 1978 season.

Next year has all the prospects of a year to remember with many ideas in the wind. I hope the 'jubilee' celebrations will be enjoyed by everyone.

We have come quite a long way in 25 years from the three man non-trapezing, cotton sailed wooden sparred dinghy. Fortunately the developments that have taken place, whilst improving many aspects of the boat, still allow the older Mk II models to remain competitive - 175 'Mary Jane' being a good example (15th at Filey).

At the Earl's Court Show from 5th to 15th January there will be a G.R.P. Mk III Osprey on Westerly Boats stand and a wood Mk III on Barnard Boats/Osprey Association stand in Dinghyland. This gives a full viewing spectrum of the Osprey although we know it is the actual sailing that fulfills the dream. I hope everyone will come along and visit both stands. Constructive comments always lead to a positive atmosphere.

The Pickett's Lock Exhibition will be on 18th/19th March and this will be our chance to show the flag amongst the other Associations - the Osprey should be the talking point.

Anyway, enough of the dry land stuff. The most important event I hope will be the re-run of the Round the Island Race which the prototype Osprey won in 1953. This event will be held at Lymington Town S.C. over Spring Bank Holiday, May 27th, 28th and 29th, 1978. Lymington have kindly offered to host the event and there will be three days of sailing for everyone. The Committee has recommended that the actual Island race be by invitation only as safety facilities are restricted, but an open meeting will take place for all others over the same three days in the Solent.

The Nationals are to be held at Mumbles from 23rd to 27th July. Although we cannot plan the weather, there will be a "welcome in the hillside..." for one and all.

Finally, subscriptions. Please note these have been raised (forms enclosed) and do not forget to change the banker's order. In these days of rising costs we had hoped to hold the increase for another year but 1978 Jubilee publicity will weigh heavily in a budget that is barely breaking even.

If you don't receive a yearbook next year you know you have forgotten to pay!

I welcome any comments and ideas about the Association - after all we are all in it together!

Looking forward to seeing the flock flourishing in the Spring.

Happy New Year, Liz

HELP – Please

Your Association is going to be out in force to publicise the Osprey as much as poss at this year's Boat Show,

But

we need your help. If you are going to the Show and can help out on the stand for a while, please ring me (Port Talbot 2896) or write and let me know which day you'll be there.

By showing your interest in what is going on you will find nothing is more infectious than enthusiasm!

Make 1978 'Jubilant'.

PRELIMINARY NOTICE OF PROPOSED "ROUND THE ISLAND RACE" TO CELEBRATE THE CLASS 25th ANNIVERSARY

Lymington Town Sailing Club, in conjunction with the Class Association Committee are organising a re-run of the original 1953 "Round the Island" Race to celebrate the Class 25th Anniversary. Members will recall Ian Procter's dramatic win in Osprey No. 1 in the original race on the 6th June, 1953 (see report of this race on Page 10).

The race will be held on one of the three days of the 1978 Spring Bank Holiday with a planned starting time of 0600 hrs. on the Saturday. If Saturday's weather is unsuitable, the race will start at 0700 hrs on Sunday and likewise, if Sunday is unsuitable, 0800 hrs. on Monday. These early times are necessary to catch the last of the ebb (West going) tide so that the Needles are reached at low water with a fair trip to Benbridge Ledge to follow. Thereafter adverse tides are likely for some way but a Force 3/4 wind and average sea conditions should see an 8/9 hour race. The total distance round the Island is about 60 miles as the crow (Osprey) flies. However, long stretches of coast are inhospitable (see map opposite) and the points shown as landing with caution are for use as a last resort.

Race organisation and rescue facilities will restrict the entry to about 35 boats. Entries will be by invitation only, selection being made by the Class Committee.

A parallel event over the same weekend will be the Osprey Silver Jubilee Regatta, again organised by Lymington Town S.C. and racing in the Solent. Any Osprey owner will be most welcome and entry forms can be obtained from L.T.S.C., Bath Road, Lymington, Hants.

BUILD YOUR OWN MARK III

OSPREY IN WOOD

Plans *Templates*

Building Frames

Mahogany *Spruce*

and Marine Ply to complete hull

Fittings *Spars*

Sails *Trolleys*

Trailers *Advice*

BARNARD BOATS

10 South Street
Wareham
Dorset

Tel Wareham 2003

TOP TWENTY GEAR

Position	Boat	Type	Builder	Const'n	Mast	Main	Genoa	Spinnaker
1	1144	Mk III	Westerly	G.R.P.	Proctor E	Musto	Musto	Musto
2	1085	Mk III	McCutcheon	Wood	Proctor E	Musto	Musto	Musto
3	1146	Mk III	Home built (R. Green)	Wood	Proctor E	Musto	Musto	Musto
4	900	Mk II	Westerly	Wood	Needlespar	Seahorse	Seahorse	Seahorse
5	1114	Mk III	Home built (G. Iddon)	Wood	Proctor E	Mountifield	Seahorse	Mountifield
6	834	Mk II	Westerly	Wood	Proctor E	Mountifield	Mountifield	Mountifield
7	946	Mk II	Westerly	Wood	Elvström	Musto	Musto	Mountifield
8	1139	Mk III	Westerly	G.R.P.	Proctor E	Musto	Musto	Mountifield
9	1140	Mk III	Home built (T. Greaves)	Wood	Proctor E	Mountifield	Mountifield	Mountifield
10	937	Mk II	Westerly	Wood	Proctor F	Seahorse	Seahorse	Seahorse
11	768	Mk II	Westerly	Wood	Proctor Beta	Musto	Musto	Musto
12	1111	Mk III	Westerly	G.R.P.	Proctor D	Musto	Musto	Musto
13	1120	Mk III	Westerly	G.R.P.	Needlespar	Mountifield	Mountifield	Mountifield
14	963	Mk II	Westerly	Wood	Needlespar	Mountifield	Mountifield	Banks
15	175	Mk II	Bell	Wood	Needlespar	Mountifield	Mountifield	Banks
16	740	Mk II	Farquarson & McNaughton	Wood	Proctor E	Musto	Musto	Musto
17	1113	Mk III	Home built (T. Greaves)	Wood	Needlespar	Mountifield	Mountifield	Mountifield
18	1121	Mk III	Barnard	Wood	Proctor	Musto	Musto	Ratsey
19	1138	Mk III	Westerly	G.R.P.	Proctor E	Musto	Musto	Musto
20	1068	Mk III	Home built (R. Green)	Wood	Proctor	Mountifield	Mountifield	Mountifield

MUMBLES

1978 NATIONAL CHAMPIONSHIP

The Osprey Silver Jubilee National Championship to be held at the Mumbles Yacht Club in South Wales during the week 22/28th July.

The full programme of entertainment is being arranged and the details will be circulated to all Clubs and interested parties in the New Year.

Entrance will be restricted to 125 boats so please book early.

Entry forms will be circulated with the Osprey Hand Book in February. In the meantime further details regarding accommodation etc. obtainable from:–

Jeff Ace,
50 Oldway, Bishopston,
Swansea, West Glamorgan.

Please enclose Stamped Addressed envelope.

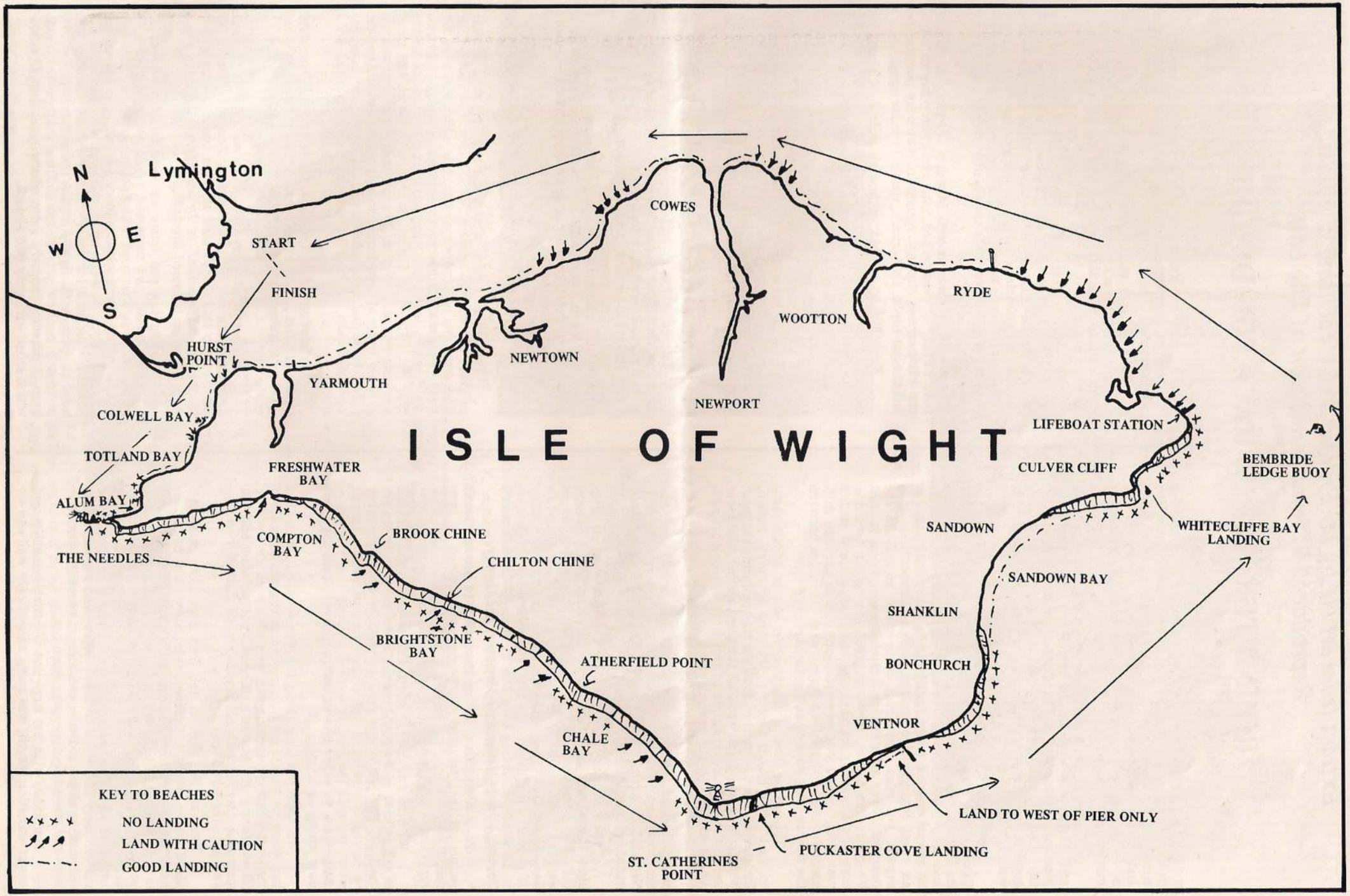
NEWS FROM THE BUILDERS

Westerly Boats. Ken Robertson confirms that up to six G.R.P. Mk III hulls are to be built between now and Easter in advance of orders so that immediate delivery will be possible. Fitting out (if required) and delivery will obviously take time, but this need only be a matter of days, and this move represents a long overdue requirement for the class.

Barnard Boats. Tom Barnard reports that the sale of kits has been a little slow this year, but four kits just delivered in one crate to a club consortium may well be the start of a new trend – and a special price tag applies.

On 1st September production of part finished and completed hulls commenced in a small factory at Ferndown, Dorset. Prices are higher than the G.R.P. equivalent but the Osprey is not unique here. Many other class dinghies, e.g. a wood Wayfarer at nearly £2000, have a similar price differential.

Kits are now available virtually ex-stock except for certain types of ply. Conversion kits are ex-stock and so are centreboards.


N
W
E
S
Lymington
START
FINISH
HURST POINT
COLWELL BAY
TOTLAND BAY
ALUM BAY
THE NEEDLES
FRESHWATER BAY
COMPTON BAY
BROOK CHINE
CHILTON CHINE
BRIGHTSTONE BAY
ATHERFIELD POINT
CHALE BAY
ST. CATHERINES POINT
YARMOUTH
NEWTOWN
COWES
NEWPORT
WOOTTON
RYDE
ISLE OF WIGHT
LIFEBOAT STATION
CULVER CLIFF
BEMBRIDE LEDGE BUOY
WHITECLIFFE BAY LANDING
SANDOWN
SANDOWN BAY
SHANKLIN
BONCHURCH
VENTNOR
LAND TO WEST OF PIER ONLY
PUCKASTER COVE LANDING
KEY TO BEACHES
NO LANDING
LAND WITH CAUTION
GOOD LANDING

Extract from article by Ian Proctor, 1954 Yachting World Annual.
Reproduced by kind permission of The Editor.

ROUND THE ISLAND RACE FOR DINGHIES

June 6 — Cowes

This race has been described as an event unparalleled in the history of yachting. It was, indeed, certainly the first time that dinghies had been raced round the Isle of Wight and there is no doubt that it will live long in the memories of those who sailed in the 196-boat fleet on this 64-mile marathon.

The event had some strong critics of great experience and things might well have developed exceedingly unpleasantly if adverse conditions had beset the fleet after they had got round the back of the Wight. But as it was, good fortune favoured the enterprise, and conditions were wellnigh perfect.

All those who took part must feel very grateful to the Cowes Corinthian Y.C. and especially to Mr. F.G. Mitchell, its Commodore, for having the temerity to put the race on and keep it on in the face of some very telling criticism. As an annual event it might justifiably be called foolhardy—as an event for special occasions, such as Coronations, it is superb, but even then must cause much anxiety to the organisers, even after the most careful preparations. It must be remembered that, however good the rescue facilities, they could scarcely be anything but inadequate if such a vast fleet, spread out over so many miles, got into diffículties outside the Island—there were 30 miles between the first and last boat when the finishing gun went.

The largest fleet of dinghies ever seen in Britain came to the starting line at Cowes at 0530 on Saturday, June 6. Imagine all the competitors in all the classes during the most popular day of Cowes Week all starting together, and some impression of the magnitude of this fleet will be obtained. About 450 dinghy sailors took part.

This fleet was divided into six classes. The most coveted award was the cup for the first boat home, but the handicap, Hornet, International 14, Merlin-Rocket, National 12 ft and Firefly, and R.N.S.A. 14 ft classes each had their own trophies as well.

The handicap class was a varied assortment of dinghies. There were several National 18-footers, 14 ft Sprogs, G.P. 14s, Swordfish, W.E.C. Redwings, Solent Seagulls, as well as a Wildcat with a sliding seat, a Hamble Star and an East Cowes O.D. Then there was quite an impressive array of potential performers for the International two-man trials at La Baule, including Uffa Fox in Jollity, Max Johnson's Coronet, Claude Nethercot's Marianne, and Osprey.

As a competitor, it was impossible to get an overall picture of the race, but nearly everyone seemed to have similar excitements to ourselves in Osprey, so our own experiences will give a fair picture of the kind of race it was.

We held a council of war the night before and decided to sail as hard as we could for the first 5 miles to try to get the lead. The rest of the race we thought would probably be in the nature of a fast cruise—perhaps with a special effort towards the end. It seemed unlikely that this marathon could be sailed like an ordinary flat-out dinghy race. How wrong we were!

We were reaching along the line looking for a wide gap where we should get a clear wind on the run away from the start when the starting gun went. We went on reaching till we found our gap and this paid, for we soon had the spinnaker drawing with nothing astern to disturb it and we went into the lead about 5 min later.

Most of the fleet at the start kept close in to the Island shore, seeking a favourable eddy that had been predicted there, but the 10-knot north-easterly breeze caused an early change of tidal stream farther out and they did not fare so well. Osprey was well out, but not so far out as the National 18-footer Chaos, which was holding us. Marianne, further in, was also holding us, but we reckoned that Chaos was probably not quite so fast as Osprey and therefore that she must be sailing in better conditions; we went out a little more and started to draw away from her.

Marianne, with her large and effective spinnaker and longer waterline length, was going exceedingly well and we came together off Yarmouth and kept in close company to the Needles, chatting on the way. The next boat was about 3 min astern.

We rounded the Needles with Marianne, but much closer in, only a few feet off the rocks and inside the wreck. This paid, because Marianne was pushed down to leeward by the current.

The few minutes after rounding the Needles were the most difficult. Heavy whirligig 25-knot gusts, interspersed with complete calms, pounced down at us from over and around the pinnacles of the Needles. One moment we were sitting out hard to keep Osprey on her feet and the next we had to fling ourselves back into her to prevent capsizing on top of us.

We then made several mistakes. Firstly, we should have luffed, or even tacked, into Freshwater Bay to avoid the ebb running strongly against us, but were tempted to sail straight for St. Catherine's, visible 11 miles away.

Secondly, as we had worked out a lead of about 10 min and the wind was freshening slightly, we changed to a smaller jib, to help conserve our strength for the harder sailing anticipated after St. Catherine's.

After about ½ hr with the small jib it became obvious that one boat was coming up on us fairly fast. It was Coronet, using her trapeze. We watched anxiously for a few minutes then changed back to our big jib, but had difficulty in getting the luff really taut and when we had settled down to sailing properly again we had lost about 7 of our 10 min lead. With our own trapeze in action, we started to draw away from Coronet again. It was then that we realised it was to be a flat-out race all the way.

Meanwhile Jollity had been coming along inshore—where we should have been. We were just dithering whether to tack in to cover her or to cover Coronet, when Coronet made our decision easy by tacking herself. At St. Catherine's black gusts came sweeping down off the heights and we kept about 2 cables off shore, expecting there to be an area of calms close in, but we sailed into a flat patch nevertheless and were out in the current, while Jollity and Coronet came romping up close in out of the current and with a better wind than we had farther out. Jollity was only a minute astern of us round St. Catherine's, with Coronet 30 sec after her.

Then came 7 miles of very short tacking close inshore to avoid the adverse current. We did over 120 tacks, Cliff Norbury using our trapeze all the time with great skill. We went inside many of the rocks, sometimes having to go into the breakers forming off the beach to dodge rocks farther out, but Uffa went farther in than us most of the time, knowing the place better. The sea was most kind and we took no water aboard from the long waves, but the trapeze proved to be easier than sliding seats in those conditions, for however much the boat is bouncing one cannot fall off a trapeze.

We kept ahead till Dunnose, where we sailed too close in, found a flat patch and also caught a great bunch of weed on the centreboard. We lost the lead after having it for 37 miles.

Coronet went away fast while we pinched to clear Culver and she was 4½ min ahead by Bembridge Point. We should have tacked out into stronger current, then in our favour. We luffed ahead of Jollity again and planed away from her when we eased sheets slightly.

Starting the run home we were fairly confident of catching Coronet and more concerned about Marianne, 6 min astern, as the wind was lightening. We rapidly left Jollity and by Seaview had reduced Coronet's lead considerably; off Ryde it was only 1 min and we passed her off Wootton—she had led for 19 miles. We had virtually the same sail plan, with slightly smaller spinnaker, but with two to trim it continuously to the shifting wind, were able to keep it drawing properly more of the time than Coronet, which sailed with only two aboard.

Nevertheless Coronet was lighter and forced us out into the adverse current before we could shake her off, while Marianne crept along inshore, untroubled. We joined Marianne about 1 mile from Cowes and battled with her all the rest of the way.

We knew she would pass us in that very light wind if we let her get clear, so we clung to her for dear life, purposely keeping astern of her so that we could gybe across her transom and sit on her weather whenever the wind shifted, which it frequently did. We kept her great spinnaker looking under-nourished most of the time.

We were neck and neck 20 yd from the line—and only then did we leave Marianne. We luffed a little, our smaller spinnaker pulled us well on the reach and squeezed over the line just 3 ft ahead. The guns went almost simultaneously, only 1 sec between them. It was a wonderful finish to a splendid race.

Coronet crossed the line 4 min later to take third place Jollity was fourth and F. Brown, in his National 18-footer Silhouette II, fifth.

Eighty boats finished in the Handicap class; the winner on corrected time was the Halcyon class Yam Su Su (K. Crawley). The next largest class was the National 12 ft and Fireflies. A National, Flip McGilda (K. Pearce) was first and a Firefly, Lucciola (D. Fleming) second.

First 12 Finishers
1. Osprey (Ian Proctor) 16 31 20; 2. Marianne (C. Nethercot) 16 31 21; 3. Coronet (M. Johnson) 16 35 26; 4. Jollity (Uffa Fox) 16 46 41; 5. Silhouette II (F. Brown) 16 53 54; 6. Windsprite (Bruce Banks) 16 55 29; 7. Dainty (S. Waters) 17 01 48; 8. Tim (F. Parham) 17 03 17; 9. Flame (J. Knights) 17 03 37; 10. Mordicus (A. Martin) 17 06 00; 11. Flying Frog (Beecher Moore) 17 06 23; 12. Jackanapes (A. and S. Jardine) 17 07 20.

OSPREYS AT EARL'S COURT

The Class Jubilee year starts with a bang at the Earl's Court Show, open from 5th–15th January.

Our two principal builders, Westerly Boats and Barnard Boats will be exhibiting three Ospreys between them, quite the best coverage we have had.

A new attraction this year will be 'dinghyland', this unoriginal title referring to Warwick Hall which is to be reserved for dinghies and class associations only.

Tom Barnard on stand WH9 will have two of his wood Mk III craft on display. One boat will be part built from a kit up to pre-deck stage, the other complete and fully rigged.

Ken Robertson's new boat for the 1978 season will be Westerly's exhibit on stand C4 in the main hall. The G.R.P. Mk III boat will have two tone coloured hull/top deck and be fitted out on the same lines as Tony Blachford's championship boat 'Infidel'.

The Association joins Tom Barnard this year with a photograph display and publicity for the forthcoming jubilee celebrations. On the first Saturday Ian Proctor has promised to come for a small 'birthday' gathering on the stand and cut a cake, along with other well known helms and members of the yachting press.

Mk 111 GRP Bare Hulls for Home Completion

Hull to choice of colour and guaranteed, down to weight, including Royalty, spinnaker chute, shroud plates and forestay plates fitted £675.00
Plus V.A.T.

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

MUSTO & HYDE SAILS

1976

NATIONAL CHAMPIONSHIP
1st & 3rd

1977

NATIONAL CHAMPIONSHIP
1st – 2nd – 3rd

Success breeds Success

Linden Road Benfleet Essex SS7 4BQ England
Telephone South Benfleet (037 45) 56254

24 HOURS IN THE LIFE OF A PACIFIC OSPREY
Report on Peter Barton's world record attempt in Osprey 1099

By any standard the Betio Boating Community is an unusual club. There is no subscription, no entry fee and they have no land or club house. They own an assortment of boats and arrange the occasional handicap race when the mood strikes them. However, what makes this club really unique is that they currently hold the 24 Hour World Dinghy Sailing Record.

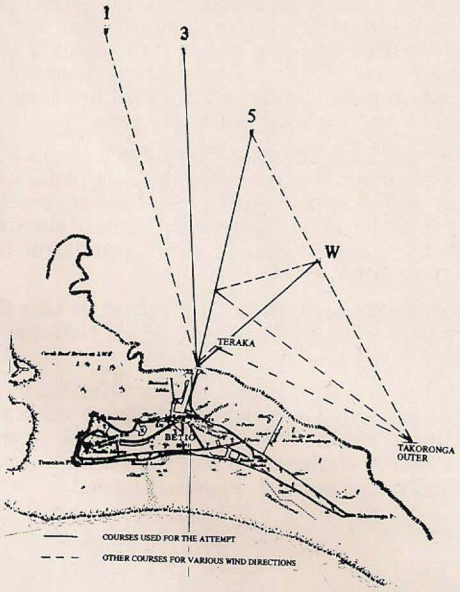
One of the BBC members owns an Osprey dinghy, and when he read of an attempt by other Osprey owners at Filey Sailing Club to beat the record he started to make enquiries to see if it would be possible to have a go in Betio. It should be explained that Betio is a small island in Tarawa lagoon in the Gilbert Islands. The prevailing wind is Easterly in that part of the Pacific and Betio is on the leeward side of the lagoon so that when the trade winds are blowing the chop on the comparatively shallow lagoon is not unlike conditions in the Solent when the tide is running to the Westward. Unfortunately the trade winds have not been performing as they should in recent months but at least there is no tide to contend with. Betio is the main port for the Gilbert Islands and there are numerous buoys and beacons near the harbour marking various reefs. These navigation aids make excellent race marks as there is at least 6ft of water in the various reefs. The only snag is that very few of the marks have lights; the first essential for the record attempt therefore was to choose a full moon week end.

There are about 40 European families living on Betio and more than half of these people either own a boat or have an interest in sailing. There was therefore no difficulty in finding volunteers to helm and crew the Osprey. There was however a problem in giving them the experience of sailing a high performance dinghy as most of the crews were used to sailing a variety of more staid designs.

Crew training went on through August and September although the winds were so light that many sessions had to be cancelled but by the end of September everyone had had one sail in the Osprey. It says a lot for the crews and the boat that our attempt was successful after such an inadequate programme of training.

The first attempt was timed to start on Friday, September 23rd at 6 o'clock in the evening. We had decided that as the night time sailing was going to be the most difficult it would be best to get that over with first. Betio is about 75 miles North of the equator and the sun sets at 1840 every day and half an hour later there is only the faintest glimmer to show where the sun has gone. Our committee boat had a short wave radio tuned in to the Honolulu radio station which gives a continuous time signal every minute of the day and when they sent us off on the first leg there was a very light Northerly wind giving us about 5 knots. During the night the wind shifted about necessitating several course changes and at 0130 it was decided to abandon the attempt and save our energies for the following evening. Our average was 4.2 knots but the wind had dropped away by this stage and swung round to the South. It had been an interesting exercise and we had learnt several lessons about the organisation of the attempt that would stand us in good stead the following night.

At 4 o'clock on Saturday afternoon opinions were very divided as to whether we should make another attempt. There seemed to be a little more wind and the forecast of "Light winds from Easterly quarter, seas slight, weather fine apart from isolated showers accompanied by moderate gusty conditions" was not too unhopeful, although as somebody pointed out the forecast was usually much the same every day. Eventually it was decided to sail out and have a look at the conditions on the water.



Our committee boat, a 40ft catamaran 'Erena-Roe' reported gusts of 12 mph on their anemometer whereas the most they recorded the previous night was 7 mph gusts. The Osprey was moving well and it looked hopeful so at 1800 we were off again as one of our adjudicators, the High Court Judge dropped his flag to the golden voice from Honolulu. We had 8 possible courses to suit various wind directions and the most suitable course gave us a close fetch out to beacon W 1.2 miles away. The wind was about 8 knots and we were trapezing on the way out but not on the broader reach home. Our average speed for the first lap was just over 6½ knots, a speed that we were able to improve as the wind picked up during the night. The moon was already high in the sky when the sun set and it was most exhilarating sailing along in the moonlight. Our best speed that night was 8.6 knots on the close fetch out to the beacon. At midnight we had covered 41 miles but a few hours later near disaster struck when the shackle securing the jib furling gear to the bow fitting broke. The crew quickly lowered the jib and assessed the situation. It was fortunate that it was the tack shackle that had broken and not the halyard shackle. With the aid of some light terylene line and a few anxious minutes spent working on the foredeck with a torch the repair was completed and Tamaroa was off again through the night. At 4 am the moon set and with only the light from the stars it became extremely difficult to see the beacon even though the mark boat 50 yards from it was ablaze with light. This problem was soon overcome as a small boat was tied to the mark which they illuminated with a torch. The timekeepers too were having problems; several times they heard the bow wave of the approaching Osprey before they could see her. Fortunately this inky blackness did not last for long; at 5 o'clock a faint glimmer appeared in the East. At six o'clock the sun was up and 80 miles had been covered. The wind was much lighter now but hopes were running high even though the lap speed was down to 5½ knots.

We changed the crew every 2 hours and for this operation we used a rubber dinghy towed by a motor boat to maintain station. Fortunately we had 2 trapeze harnesses so the new crew came aboard all dressed up ready to go out.

It was now the turn of some of the less experienced helmsmen to take over and they quickly felt at home in the boat and with the breeze picking up a little during the forenoon the average speed was still just above 6½ knots at midday, the three quarter mark of the attempt. At 2 o'clock with only a few miles to go before the record was broken a dark rain cloud went through to the North but it produced no wind in fact rather the reverse, there seemed to be less

wind and the Osprey was down to 5 knots. At 2.30 the record was broken and the only question now remaining was how many miles could be added in the last 3½ hours. After more than 50 reaches out to beacon W the wind was now going round to the NE and a change of course was obviously required. After a quick consultation with the timekeepers it was decided to go for No. 5 buoy but the wind was going round rapidly and No. 5 was no longer possible without a tack. The mark boat accompanying Tamaroa was only capable of 5 knots so it was fortunate that the wind was light and the two boats had a good race to No. 5 buoy. During our practice sessions we had found that in light weather it was not necessary to choose a course which gave a reach both ways as the Osprey is such a fast boat to windward and close hauled one way usually means that the spinnaker can be set for the return leg. This proved to be the case and we did two legs out to No. 5 and set the spinnaker on the way back. At 4 o'clock a rain squall that had been building up to the SE could be seen approaching, fast. As it struck the wind veered and increased to 20 knots. It was now a beat to the end of the mole and after a momentary stop for the last crew change of the day Tamaroa was off in a cloud of spray fro No. 5 buoy.

She achieved her highest speed of 10.8 knots on the broad reach out to No. 5 but the reckoning came on the way back when the wind slowly dropped away and headed. The wind was now back where it had been earlier so it was off to Beacon W again. Time was running out and so was the wind as the spectators on the end of the mole shouted and cheered as Tamaroa rounded a mark ¼ mile from the mole with only 5 seconds to go. The local Met Office recorded calm for the only time in the previous 24 hours at 1800 but the Osprey was still doing 2½ knots in a barely discernible zephyr. The final figure of 149 nautical miles was 17 miles better than the old record, an achievement which called for some immediate celebration on the part of crews, time-keepers and spectators.

OPEN MEETINGS

Lymington Open

42 boats from faraway clubs descended on Lymington Town over the weekend 8th/9th October for the annual Jack in the Basket Trophy meeting.

With gusts up to 35 knots and whirlwinds reported in the Solent, Saturday's race was abandoned.

Sunday's force 4–5 provided ideal conditions for the two races, held over olympic courses with a committee boat start.

Results:

1st 1138 Tickled Pink - Alf Hawksworth, Blithfield.
2nd 1117 The Floating Pound - Ken Robertson, Mount's Bay
3rd 1085 Two Time Winner - Tony Powell, British Steel.
4th 175 Mary Jane - Richard Bowen, Sussex.

– Peter Stubley

THE POOLE OSPREY OPEN

A certain top helmsman at Poole
Said I'm feeling a bit of a fool
Here am I trying to win prizes
Enduring force six capsizes
All in two feet of water...it's cruel.

Me nerves are in a helluva state
I'm shouting rude words at me mate
Heeling at an angle of thirty
With me bottom all dirty
Sailing upwind on no plate.

Me gear's all listless and dank
Rattlin' over pebbles like a tank
Sailing a thousand pound boat
On a two feet deep moat
...an Olympic triangle sandbank.

– anon.

Note: Meeting won by Ken Robertson in 1117.

CLUB NEWS

Lymington Town

Sunday points' series have been dominated by Hugh Carter, Peter Stubley and Robert Hunt in a regular turnout of 10 boats. Mike Corbin in Tom Barnard's 1121 won the Newtown Race. Most of the clubs boats are now up for sale with the prospects good for newer boats to start the new season in March.

Peter Stubley

Worthing

Only 5 boats left at the Club, a massive switch to Lasers being responsible. No visitors supported the club's first Open this year, Ben Colbourne beating a small home fleet to finish in 1020.

Ben Colbourne

Royal Yorkshire

10 boats now make up the nucleus of this brand new fleet, coming mainly from nearby Hornsea. The Royal Yorkshire Dinghy Section is about a mile south of Bridlington at Wilsthorpe with a fenced compound, changing and shower facilities and car parking. August/September is a possible date for the first Open Meet. Contact Mike Mooney at Hull 52068 for details.

Mike Mooney

Sussex

A count of the race chart showed that 21 boats had sailed a reasonable number of races as well as attending open and national meetings.

Whilst this figure is good, the wide catchment area surrounding Shoreham and good roads should lead to an increase next year.

The 'Early Bird' meeting is scheduled again next year for May 6/7. The weekends racing is currently restricted to club members only with the class split into groups for the three race meeting to give several contests.

A good turnout of visitors are expected to sample the courses prior to the 1979 Nationals.

Hal Bowen

Portishead

The first series was won by Ian Freeman, the second by Mike Blanchard, both new names to the series trophies. The club has had an active year at Open Meetings, Lloyd Fryer scoring a string of seconds, but never quite making the front. About 8 boats regularly sailed towards the end of the season.

Phil Isles

Stewartby

The local fleet has enjoyed a competitive close fought season with Peter Dovey winning the Class cup for the third year running. The club looks forward to the second Osprey Open and an increase on the encouraging entry of 26 boats for the first event this year.

Arthur Oakes

Filey

The Nationals understandably form the major part of Filey's news. Barely a fortnight had gone before the weather broke to give seven consecutive weekends (20th August–9th October) of gales. On only two weekends was any racing possible and that was a single race only instead of the three scheduled.

John Littlewood

1978 CALENDAR

March	25 – 26 (Easter)	Scharendijke Y.C., Holland	OPEN
April	1 – 2		
	8 – 9		
	15 – 16		
	22 – 23		
	29 – 30	North Devon Y.C.	Open
		Mumbles Y.C.	Open
May	6 – 7		
	13 – 14	Royal Tay Y.C.	Opening Regatta
	20 – 21	Stewartby W.S.C.	Open
		Tees S.C.	Open
	27 – 28 (Spring)	Lymington Town S.C.	Invitation meeting for Class 25th Jubilee "Round Island" race also separate Open meeting
June	3 – 4	Hornsea S.C.	Open
	10 – 11	Morecambe & Heysham Y.C.	Scottish & Northern Championship
		Poole Y.C.	Open
	17 – 18	Tees S.C.	Regatta
		Sussex Y.C.	Open
	24 – 25		
	24 – 29	Royal Tay Y.C.	Tay Week
July	1 – 2		
	8 – 9		
	15 – 16	Mount's Bay	Regatta
	22 – 23)	Mumbles Y.C.	National Championships
	29 – 30)		
August	5 – 6		
	12 – 13		
	19 – 20		
	27 – 27 (Late Summer)	Portishead Y & S.C.	Open
	26/27/28	Burnham Weekend	Open
	26 – 2	Burnham Week	Class Racing
Sept.	2 – 3		
	9 – 10	Tenby Y.C.	Welsh & Midlands Championships
		Royal Tay Y.C.	Closing Regatta
	16 – 17	Mount's Bay S.C.	Open. Panmorra Cup
	23 – 24	Filey S.C.	Open. Chalmer's-Park Trophy
Oct.	30 – 1		
	7 – 8	Lymington Town S.C.	Open
	14 – 15		
	21 – 22		
	28 – 29		

Notes:

1. The above dates are based on information from fleet representatives. The class yearbook due out in March will show any additional or altered fixtures.
2. All Regattas have an Osprey class subject to minimum entry.

Editor's Note

I am grateful to the faithful few who have sent contributions for this Newsletter. Reminder notices were sent to over 40 individuals (including 30 fleet captains/representatives) on 2nd November asking for club news and any items of interest. Only five replies were received by the 16th November deadline, a further half dozen coming during the following two weeks.

This sort of response is disheartening and must reflect an attitude in the class. The fleet captains do themselves, their fleet and the class in general a dis-service by not making use of the Newsletter.

A suggested programme of open meetings was also sent out with the reminders in an effort to dovetail newly established meetings with the established dates. Again, zero response.

When you next get a request for information, please make the effort to reply. The minutes it will take to scribble a few notes is nothing compared with the time it takes to produce this Newsletter.

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

FOR SALE – OSPREY 1020

ALL WOOD WESTERLEY BUILT: MINIMUM WEIGHT: 2 PACK POLYURETHANE: IN IMMACULATE CONDITION, HARDLY USED THIS SEASON – OWNER RETIRED FROM SAILING.

PRICE £2,000: to include
(£1900 to Club Member)

2 suits Mustos
2 Booms
2 complete Tiller & Rudder Assemblies
2 laminated Centre Plates
2 top covers (canvas and plastic)
1 canvas undercover (unused)

PRONTO CONTINENTAL COMBINATION ROAD TRAILER AND TROLLEY. The Trailer has Leyland Mini Wheels fitted with high speed bearings.

LIGHTING BOARD.

Contact: Ben Colbourne at WORTHING 45509.

LATE NEWS

One Day Open Meeting, June 4th at Great Yarmouth and Gorleston S.C. Contact Graham Wolfenden at 96 Old Norwich Road, Horsham St. Faith, Norfolk, Tel: Norwich 898124, for details.