NATIONAL OSPREY ASSOCIATION

SILVER 1978 25 JUBILEE

NEWSLETTER

OCTOBER 1978

JUBILEE RACE

The much heralded "Round the Island Race" took place on the first of the three optional dates - Saturday 27 May. Geoff Dean with Mike Lamey crewing in No. 900 "The Magic Dragon" were first over the shortened course in a time of 9 hr. 13 mins. 50 secs.

To be fair, the title "Round the Island" should be re-cast to "Two Thirds Round the Island" for the finishing line, adjacent No Mans Land Fort off Ryde represented about 45 of the scheduled 64 mile course. A total absence of wind for most of the day turned the event into a monster drift, the main skill being in anticipating the strongest ares of tidal flow.

The original intention was for 35/40 boats to race from an invited list of 50, the capabilities of the rescue fleet being the limiting factor. The last three championships results were used as a broad guideline but with a poor initial response, several boats otherwise excluded filled vacant places to give 30 starters.

Boats were inspected on the Friday evening prior to the briefing. The star turn was undoubtedly the expert hot foot from Southampton Weather Centre who, with the aid of up-to-the-minute charts and information, predicted the weather pattern 10 hours hence. He was quite definite in his assertions. It would be Force 3 at 6 a.m., by The Needles it would be Force 4, by mid-morning it would be Force 5 and by lunchtime it would definitely be Force 6 and remain so for the rest of the afternoon. Direction would be Easterly and the previous week's hot sunshine would continue. This wealth of information was given in absolute matter of fact terms and there appeared to be no possibility of any change.

The 6 a.m. start presented few problems. Most seemed to find a willing landlady to cook a 4 a.m. breakfast and when the sun rose at 5.15, all were afloat heading down river in a light Easterly breeze. As the



The reflections of Alf. Hawksworth's 'Tickled Pink', typify the flat calm conditions for most of the race. PHOTO William Payne



The 06.10 start. Jim Haddock (834) leads Richard Bowen and Peter Stubley. At this time Mike Mooney in 1141 was trying to make the start line which he eventually reached 45 minutes later. *William Payne*

starting time approached, the breeze died and those either on or behind the line dropped anchor to stem the West going tide. About 20 boats were ready when Ian Proctor fired the starting gun at 06.10 and drifted away towards Hirst Point with the tide.

For the remaining 10 boats who were either below the line or some distance away, there was nothing to do but wait. For 35 minutes nothing happened and then gradually the faintest of breezes and the slackening tide enabled the line to be crossed one by one,with Mike Mooney being that last at 06.55 by which time the others were all beyond Hirst Point,2 miles away.

The first boat to retire soon after 07.30 was Tony Powell, who must have had a reasonably fast return for he managed to take part in the weekend Regatta and win. Just before The Needles, former champion - Mark Peak - decided to retire, his boat coincidentally No. 902, was still in the ownership of Tony Powell, although up for sale. The remaining tail enders hugged the Isle ofWight shore to counteractg the 08.00 tide change and shortly afterwards rounded the distance buoy set about quarter of a mile beyond The Needles Lighthouse, to see the rest of the fleet literally miles away. In fact the leading boats were so far away that the earth's curvature prevented the hulls from being seen.

Alf Hawksworth was first to The Needles followed by Richard Plowright, Dave Unsworth, Geoff Dean and Jim Haddock. The leading trio continued seaward on a fairly broad spinnaker reach, the following trio tightened up under the cliff to take the inshort route. By 09.00 the wind had vanished and the 30 boats must have covered a distance of 5 miles from first to last with 2 miles separating the inshore and outermost boats. The East flowing tide was carrying everyone along at about 2/3 knots with Dean and Carter marginally leading on an inshore route. The leaders arrived at St. Catherine's point soon after 11 o'clock along with the only wind of the day - a Force 3/4 Southerly which suddenly sprung up to speed the leading groups past Ventnor and into Sandown Bay.

For many the tidal race past St. Catherines was a frightening experience as the sea rushed round the headland at 4/5 knots. First indications for those inshore was a faint white line which turned out to be a 4 ft. high standing wave as the tide surged upward over the shallow rocks below. After this, confused wave patterns, whirl pools and eddies gave an uncomfortable trip with plenty of green water, particularly with the wind against tide situation. The view from 400 yards out was similar to a fast flowing river in a narrow gorge. The high cliffs of Black Gang Chine looked enormous from the cockpit of an Osprey and everyone was glad to leave the place behind.

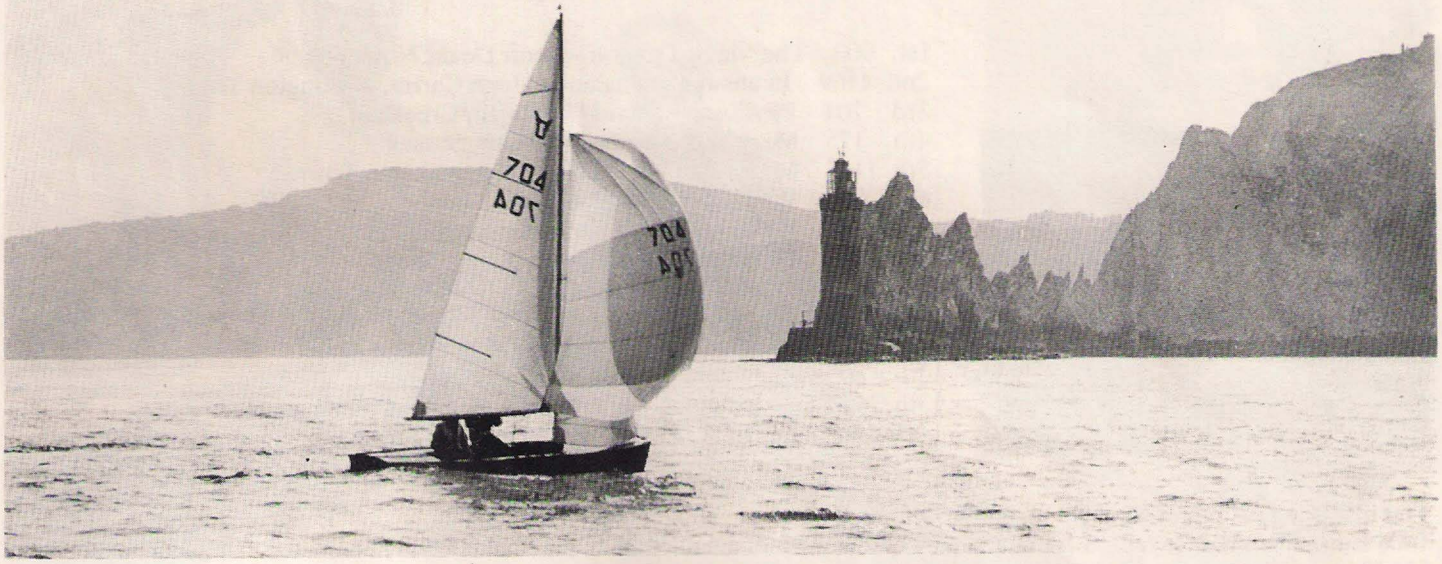
Beyond Ventnor, the wind died as quickly as it had come to leave three groups drifting towards Bembridge. Hawksworth lead Dean, Unsworth and Carter on a route over 2 miles out to sea. Plowright was placed centrally and Haddock and Bowen elected to head inshore into Sandown Bay. The sun was now at full strength and all those wet suits and heavy weather gear were stripped off and packed lunches opened with Culver Cliff shimmering in the distance.

The seaward route was undoubtedly the fastest and the four boats were well ahead when the centre and inshore groups met within a few yards of each other off Bembridge Ledge buoy. With a faint S.W. breeze now just filling the spinnakers, this group of half a dozen boats took a straight line route to No Mans Land Fort, just visible 6 miles away. Dean and Carter were still well out to sea and now clear ahead. Just after 16,00 two guns signalled a shortened course and Geoff Dean drifted across the line at 16.23.50 - 10 minutes ahead of Carter.

For those approaching the massive 200 ft. diameter 50 ft. high wartime concrete tower by the inshore route, problems began to manifest themselves perhaps a mile away. The strong tidal flow was carrying all these boats on a route to pass well inside to the Fort. Alf. Hawksworth was nicely placed for third spot, but realised too late and with insufficient wind to cross the tide, he drifted inside the Fort with no hope of returning to re-round. Others followed to share the despair - some only a few yards off course after being 11 hours on the water. Bowen, Mike Corbin and Haddock saw the plight of others and just managed to head seaward enough to clear the Fort - this was one of the few situation when being behind was an advantage.

So began the long tow home, passed Cowes, across the Solent and up the river back to base. The speed of the tows varied from near reckless to very slow and was certainly the fastest most had travelled that day. Arrival back in the dinghy park was some time after 18.00 hrs.

The credit and thanks for organising this marathon must go to the Lymington Town S.C. members - the rescue teams spent just as long on the water as the Ospreys.



David Unsworth heads past The Needles lighthouse with the last of the morning breeze. William Payne



Hugh Carter in his home built and newly launched Mk 111. Final fitting out was completed just nine hours before the start. Courtesy Payne-Jenkins



John Walters trapezing for Stuart Murdock during the brief lunchtime wind. William Payne



Not much excitment here. Spinnaker just pulling. William Payne

No-one seemed to suffer from the 12/14 hours spent in the Osprey and if the choice had been either the sunny drifting conditions of the day or a Force 6 predicted, everyone would have taken the former. Heading into a Force 6 Easterly for 30 milesfrom The Needles to Bembridge would have been impossible task even for the most experienced. Few realised how inhospitable the coatline of the Isle of Wightis - for example over the 15 miles from The Needles to St. Catherines, apart from Freshwater Bay there were only a couple of beaches 100 yards wide, Compton & Chilton Chines, which one could possibly land on. However the disappointments of the day could not be ignored, particularly for the dozen boats which came so near to finishing. A few went home on Sunday and several others were content to sunbathe over the weekend rather than take part in the Solent Regatta.

The Lymington Town ladies deserve highest praise for the Jubilee Dinner in the Clubhouse on the Saturday evening. The decor, layout, menu and service were five star standard and everyone unwound after the days frustrations. Guests of honour were Ian and Betty Proctor and amongst the incidents recounted by Ian about the original Round the Island Race was the story of the fruitcake. Apparently Ian and crewman Cliff Norbury had to spend 10 minutes convincing John Oakley that jettisoning the tin overboard was preferable to eating the contents if the exercise of reducing weight was to be effective. Every other item that was loose in the boat had already disappeared and this was the last remaining obstacle. In the end, the tin went overboard and with a winning margin of a mere second it may well have been that this tin now lying at the bottom of the Solent was instrumental in getting the prize.

Not surprisingly, there were few late night drinkers that night.



William Payne

JUBILEE RACE RESULTS

1st.	900	The Magic Dragon - Geoff Dean, N. Devon
2nd	1169	In answer to Fashion - Hugh Carter, Lymington Town
3rd	704	Phyllosan - David Unsworth, Creeksea
4th	175	Mary Jane - Richard Bowen, Sussex
5th	1165	Movie Star - Mike Corbin, Lymington Town
6th	834	Wardance - Jim Haddock, Filey
7th	884	Hairy Handful - A. Filipinski, Sussex
8th	937	Super Star - Nat Eynon, British Steel
9th	1117	The Floating Pound - Ken Robertson, Mount's Bay
10th	1145	Smuggler - Alastair Mackay, British Steel
11th	894	Medicinal - Peter Stubley, Lymington Town
12th	805	Granny - Dennis Harrington, Creeksea
13th	1141	Blunderbuss - Mike Mooney, Royal Yorks
14th	1120	In For A Penny - Nick Houlding, Sussex

The following retired or finished 'wrong side' of the Fort.
1008 Edwards, 1007 Rayner, 1051 Hillary Thomas, 1068 Lorriman, 1085 Powell, 1020 Fryer, 740 Murdock, 1138 Hawksworth, 521 Pipes, 665 Lambert, 1146 Plowright, 1004 Wilson, 1167 Greaves, 908 Burden, 631 Jakeways, 902 Peek. **John Rayner**

Pickets Lock Exhibition

Once into the New Year minds of all yachtsmen turn to the annual Boat Show at Earls Court. Dinghy sailors have an added calendar date, the London Dinghy Exhibition at the Picketts Lock Centre. It is astounding the number of people who visit this Show and the distances they they travel.

The Show was as large and as impressive as last year with many features such as boat tuning lectures by leading sailmakers, boat building demonstrations and films where one could rest one's weary feet and be entertained at the same time. All the main dinghy classes were represented with exhibits spread throughout the four sports halls. The Osprey Association stand was located adjacent to the Olympic stand and so we were blessed with plenty of passing trade.

The Stand was designed, financed and run by Creeksea Sailing Club members and it proved to be one of the most impressive at the Show. Our theme for the stand was the Twenty-five Years of the Osprey and the forthcoming Round the Island Race. The stand consisted of two "towers" with a banner between them and large display boards at the opposite end on which there was a wealth of photographs and maps. A great deal of publicity material was handed out, including the History of the Osprey and a brief description of the four main clubs that sail Ospreys in the Home Counties. In addition leaflets were given out on the various builders of Ospreys and the Kit boats that are now available.



PHOTO Tony Hodges

Mike Corbin kindly offered his new home-built Mark III "Movie Star" and this beautiful, all varnished boat certainly caused a great deal of interest and much admiration. Mike brought the boat to London on Saturday morning, arriving at Picketts Lock at 8 a.m. having only put the finishing touches to the boat at 2 a.m. earlier that morning, before driving the one-hundred miles to London.

In addition to Mike's brand new boat, which had never been on the water, we had an Osprey No. 698 owned by Nick and Barry Palmer, who bought her for £200 and spent six months repainting and varnishing. They now have a boat that looks as good as new and is very competitive with the rest of the Fleet at Creeksea.

We had a considerable amount of interested people on the stand who were considering changing class to the Osprey and quite a number who were considering building boats from kits.

We at Creeksea felt that the show was a great success and hope that we were able to promote the class, not only to the visitors at the show but nationally through the press reports we received.

My personal thansk go to all those members of Creeksea who gave their time, effort and money so generously and a special thanks to Mike Corbin and the Parlmer twins for loan of their boats.

Perhaps next year some other club would like to tackle this arduous but rewarding task.

Tony Hodges

Your Secretaries write:

Well, my hair hasn't turned completely grey and the navy jacket image didn't quite catch on ..... but I have certainly enjoyed the past two years. As promised at last years A.G.M. I decided against seeking re-election not being one to hog all the fun. I feel that a fresh face with new ideas is always revitalising. My two years as Secretary has been extremely interesting meeting the many folk connected with the class both past and present.

The Scottish & Northern Championship proved more than just a success sailing-wise. A Proposal form for the Secretary's job was handed to me from Maureen Carroll and as many of you will know by now, the 1978 A.G.M. enthusiastically approved the proposal.

My thanks to all those who have helped me in the past with Association activities - the important thing is to keep spreading the good word so that existing fleets flourish and new fleets emerge.

I look forward to keeping in touch with you at Open Meetings.

Good Sailing
Liz.

Hello everyone,

As you probably know, Liz Mackay resigned as Class Secretary at the end of July. I know we will all want to thank her for all the sterling work she has done for the Association in the past few years and wish her all the best for the future.

I took over from Liz after the Nationals, I hope to carry on the good work - I'm going to do my best anyway.

I run a small guest house in Morcambe during the summer season and, with two small children, I am at home most of the time so I can be contacted day, or evening, should you need my assistance. Because of my business, I will not be able to attend most of the Open Meetings but my husband, Ken, will be pleased to answer queries, sell ties etc., and pass on messages.Ken sails Osprey 959, 'Shape', and he tries to get to as many Open Meetings as possible during the season.

In order to try and keep the filing system in order, I should like to introduce a postcard system of notification of change of ownership. If I see an Osprey for sale in Y & Y or any other publication, I shall send a postcard to the seller asking for details of transfer of ownership, the card will also serve to invite the new owner to join the association. Hopefully this system will speed up the information to go into the files and attract new members. Perhaps the builders of the Osprey will also hold a supply of cards to pass on to purchasers of new boats?

As we all know, the promotion of the Class must be a prime concern for all members and I should like to propose an Open Day at Clubs which have Osprey Fleets to give prospective buyers a chance to look over and perhaps sail an Osprey, a 'try out an Osprey day'. I should like to hear from club representatives on this matter. I would also like to hear from Overseas Osprey sailors about the progress of the Class abroad.

'Bye for now,

Maureen Carroll
'Glengarry'
3 Thornton Grove
Morecambe
Lancs. LA4 5PU
Tel. Morecambe 418924

The Composite Mk.3

The final Mk 111 variation, the G.R.P. composite, took to the water for the first time on 6th June and the following weekend won the windswept Scottish and Northern Championship in the hands of builder Ken Robertson Construction was authorised by the class committee in February and given the go-ahead for production at the A.G.M.

'Race Relations" was built in Westerly's workshop, but complete boats will not be supplied. The G.R.P. hull and all necessary deck timbers will be available as a complete kit for home completion.

For further details contact Ken Robertson at Westerly Boats, Rock Wadebridge Cornwall, Tel Trebetherick 3439.



"Race Relations", the prototype Mk 111 G.R.P. composite makes its public debut at Morecambe. PHOTO J.M.R.



Admiring glances at the Morecamble dinghy pen with that Westerly varnish showing to good effect.

J.M.R.

My Favourite Things

Dirty big pints and brandies and splashes
Nice looking birds and fluttery eyelashes.
Drunken Osprey Helmsmen trying to sing,
These are a few of my favourite things.

Nervous old helsmen practising their swimmin'
Stroppy young crews chatting up wimmin'
Trapezing wires that break with a ping!
These are a few of my favourite things

Palefaced crews when a force six is blowing,
Upturned hulls with centre boards showing.
Suspect rudder pintles tied on with string,
These are a few of my favourite things.

When my back aches, when my head spins,
When I'm feeling bad.
I simply remember my favourite things...
Then I don't half feel glad.

Sailing Instructions giving two courses,
Brave O.D's when there's ten foot whitehorses
Olympic helmsmen with ears that goosewing.
These are a few of my favourite things.

Bored stiff sailing wives all throwing tantrums
Changing Room jobs with musical tum-tums.
Thrice married helms having their last fling,
These are a few of my favourite things.

Big handsome chaps with all the smart gear
"Can't sail today! I'm not well my dear!"
All "Apres Voile" kit and diamond rings...
They must be each others favourite things.

When my back aches, when my head spins,
when my tummy's bad.
I simply remember my favourite things ...
And then I don't feel so sad.

Report on the 1978 Burnham Icicle

With Christmas over and the excitement of that festive season still fresh in our minds, we on the east Coast look forward to the first signs of the forthcoming sailing season - the Burnham Icicle.

The Icicle, unlike many yachting events, is essentially a spectator race with the course, relatively short, set off the Corinthian Yacht Club. The Spectators are to be found on the Corinthian balcony not a stone's throw from the bar or the hot soup department. It is possible to follow the race from this vantage point as all the boats have to pass in front of you to cross the line. There are commentaries from other sections of the course which are relayed over loud speakers which one has great difficulty in hearing above the chink of glasses and the shouts of encouragement for the crews sailing past. It is altogether a very entertaining morning, providing you are a spectator.

The poor unfortunate crews who have to put on this cabaret for the boozy spectators come from all parts of the country and represent all classes of dinghies from a Mirror to a Dutchman. This year the Osprey crews travelled considerable distances with three boats coming from Wales and one from Filey. The Welsh contingent consisted of Liz and Alistair McKay sailing their new Mark III wooden boat No. 1145, Oscar Chess and Julian Bridges sailing their Mark II glass fibre boat No. 793 and Mike Murray and Pam Gough sailing The Liquidator No. 1118. Our representatives from Filey were the dynamic duo of Richard Plowright and Richard Littlewood sailing "One Jump Ahead" No. 1146.

The practice race start was a mass line effort in a shifting force 2 - 3. The Flying Dutchman took an early lead but it was the International 14's and National 12's who dominated the final placings. The Icicle proper was split into three classes, the single-handers, 2-man dinghy, and 2-man trapeze. The three classes were

BOATS FOR SALE

SAIL No.	TYPE MK	GLASS WOOD COMP	BUILDER	PRICE	PERSON TO CONTACT & FURTHER DETAILS
512	2	wood	Westerly	£425	Tel Rustington 70706
617	2	wood		£550	Tel 0621 782445
786	2	grp		£625	Tel 01-651-2513
571	2	grp		£575	Tel Danehill (Sussex)218
1031	3	wood	Westerly	£1275	Tel Morecambe (0524) 415077
959	3	wood	Westerly	£1050	Tel Morecambe (0524) 418924
1150	3	grp	Westerly	£1000	Tel Westhoughton 815510 (No certificate)
902	2	wood	Westerly	£850	Tony Powell, Bwthryn-y-Coed, Ferryside, Dyfed
492	2	wood	Plycraft	£550	E Richards, 61 Pen-y-cae, Port Talbot, Glam
1000	3	grp	Westerly	£850	V Hurrell, 1 Fairfield, Pentwyn, Baglan, Port Talbot
567	2	grp	Wright	£550	Tel Edenbridge (Kent0 863250
311	2	wood	Plycraft	£400	Tel 02-947-2787 (Home) 02-358-2090 (Work)
1102	3	grp		offers	Tel Ashstead (Surrey) 74119
912	2	wood	Westerly	£780	Tel 01-624-9772 (no chute)
444	2	wood		£500	Tel St Asath 582725

started at 10-minute intervals with the 2-man trapeze being the last class away. The course took the form of a zig-zag up the river with the flood tide, and a run-back down past the Club House to a mark downstream and a final beat back to the line.

The Dutchman of Pat Clake took an early lead hotly pursued by Peter White in a 505. Gordon Palmer sailing a Javelin followed close behind. Our first Osprey was 'Wandering Star' followed by 'One Jump Ahead'. Liz and Alistair McKay were not far behind. After the Windward Mark the McKays chose the North Shore which was less sheltered and so pulled up to lead the Ospreys. It was unfortunate that none of our boats broke away at the start to challenge the leaders. Having got bogged down in the middle of the fleet they were unable to make up distance and so the best placed Osprey was that of Liz and Alistair McKay finishing in 30th place on corrected time. Next came Oscar Chess followed by Richard Plowright and finally Mike Murray in the Liquidator No. 1118.

Our thanks go to the crews who travelled considerable distances to be with us. We must also thank Jean and Les Shaw who again held a party on the Saturday night at their home to welcome the visitors. It was a pleasant evening and the local Osprey owners were able to meet the visitors over the odd glass of refreshment.

Tony Hodges



Tony Hodges



Tony Hodges

Musto & Hyde Sails set the PACE

Performance

Championship winning Osprey designs.

Accuracy

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Consistency

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Expertise

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THE '78 NATIONALS

Report on the week at Mumbles
by John Rayner

In the aptly named "Two Time Winner", Tony Powell's performance remained consistent to give him the 1978 Championship with results of 3,4,4,8 & 1. Clearly few boats in the class can have had such a distinguished career. Built by McCutcheon and launched in early 1975. Tony Blachford steered the then named "Infidel" to victories at Carnoustie and Mounts Bay and last year in Tony Powell's ownership, the boat was runner-up at Filey.

The week started in traditional Mumbles style with grey cold skies and a healthy force 6 South Westerly which combined to give plenty of problems in the practice race. Whether it was wise to hold the race at all was debatable, for when the gun finally went at 1840 hrs. 40 minutes late, several of the 60 odd starters were already heading for home and plenty more upside down. Only 14 survived the triangle and finishing beat course and the rescue fleet spent until 2100 towing sticken people home. Three bent or broken masts and a multitude of other faults kept crews working through the night in readiness for Sunday, only to find that they could have proceeded with repairs at a more liesurely pace as a driving rain and a North-Westerly gale scotched any chance of a Sunday race.



Two main adversaries, Tony Powell (1085) and John Marsh at close quarters in Tuesday's race.
PHOTO Susan Bates

As for the rest of the week, the Championship was largely free from incident except at the starts. The wind varied from Force 2 to 5, mainly in the West to North quarter, giving a full programme with pleasant and undramatic conditions.

The starts created most problems for the racing staff. It took a while for the guard boat to realise his correct postion whilst the distance between the path finder and gate boat varied a great deal. Due to a variety of causes, mainly shifting winds, all the races were delayed except Monday. Wednesday, Thursday and Friday all started 50 minutes late whilst on Tuesday near tragedy struck the young Sussex crew in No. 700 "Female". Seconds after pathfinder - John Marsh -started(on time), the wind backed, swinging his projected route straight into a bunch of early starters. In the mad scramble to return behind the line, "Female" was forced into the gap between guard and gate boats and with a sickening crunch the gate boat's bow sliced through the port tank. Fortunately injury was avoided and the second attempt saw the race away at 10.15.

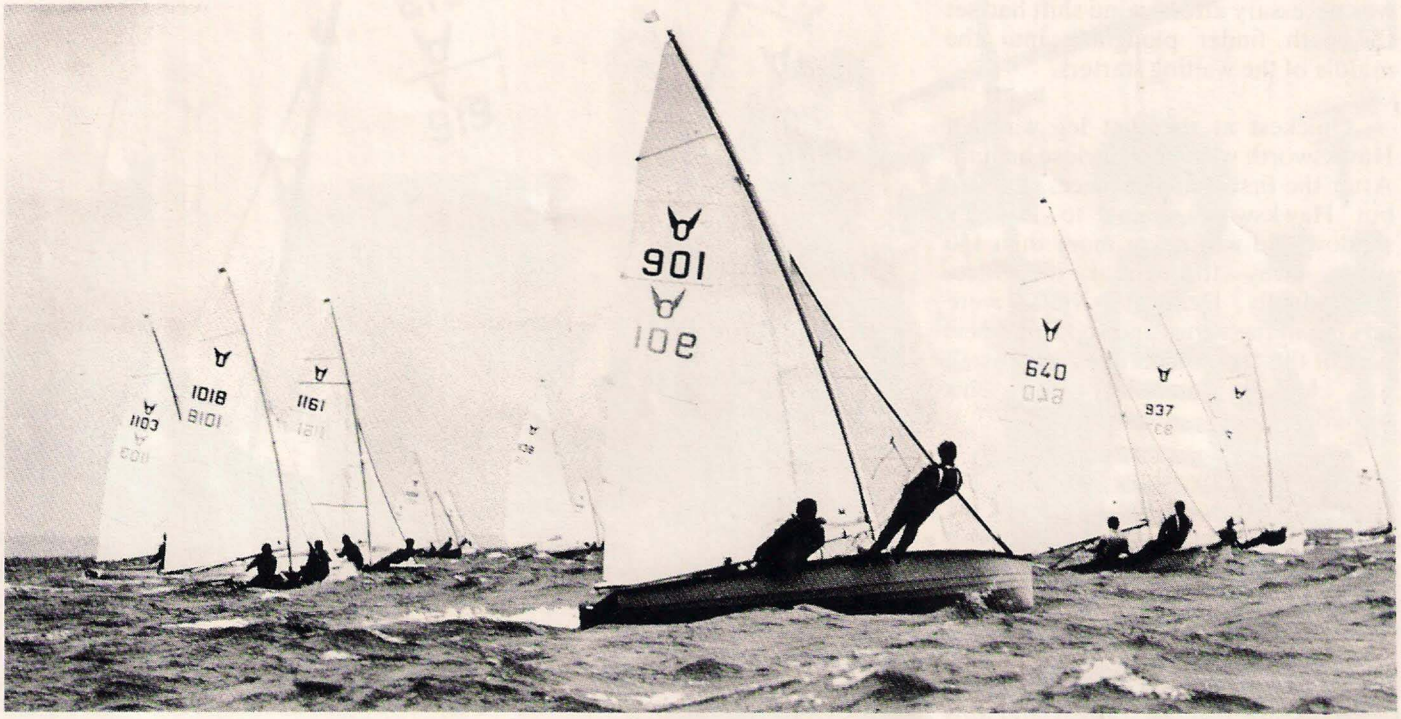
If with hindsight one could have given a word of advice to competitors, it would have been to start early through the gate and then take the route all the books say - short starboard, long port and then lay the buoy on a short starboard hitch. The leaders at the first bouy in every race had followed this route.

On Monday early leaders were "The Trouble Is", "Phyllosan" and "Smoke on the Water" in charge of helms destined to finish somewhat lower in the final ratings (at the end of the first triangle beat they were 17, 12th and 51st respectively) but all shared the same route after the early start. The pattern repeated itself on successive days with Terry Greaves, John Marsh and Hugh Carter all managing first spot at the windward by early starts.

The week quickly developed into a contest between newcomer to the championship circuit - Derek Cattran - and veteran championship participants Geoff Dean and Tony Powell. Cattran won the first race which lasted only 2¼ hours, having passed Dean on the second beat and then tenaciously covering him and Powell until the bitter end. On Tuesday he had no hope of catching Greaves whose 2¼ min winning margin gave little indication of the enormous half leg lead he held at one stage. However, lap positions of 4th, 3rd and 2nd were hard earned in a tussle with Stuart Murdoch - one of the now rare breed of Scottish Helmsmen. With Powell 4th and Dean 8th, Cattran now had a useful lead. The race became frustrating for all as the wind headed 90° in the space of an hour to turn the breeze into a tight fetch - in other words the classic club course, giving a race with no tacks.

On Wednesday, the only day when the wind approached Force 5, a bad start and poorly judged first beat gave an atrocious windward position for Cattran and with laps of 30th, 22nd, 21 and 23rd, the week's discard was well and truly earmarked. Dean finished 12th but Powell advanced to 3rd and was now the leading boat. The race was Ken Robertson's all the way - well nearly all the way - except for a short spell early on when John Marsh lead. With the wind now slightly moderating it was still no coincidence that Robertson should win the only (relatively) heavy weather race of the week.

Thursday's race was to produce a crop of new names at the front end, with Hugh Carter, Mike Corbin and



Maximum effort by David Hoare, seen struggling to stay upright along with others soon after the practice race start. *Susan Bates*

Nay Eynon entering the ranks. Carter had sped through the gate early and fast and after a short starboard tack, hitched over on to port right across the bay towards the first mark set in line with Swansea hospital. The wind was from the North West, the same as Monday and with the mark in a similar postion, carter took full advantage of the enormous wind bed created by the hilly coastline and literally clawed his way upwind until a short 200 yard starboard tack saw him round first, closely followed by Lloyd Fryer and Ron Lorriman. Along the first reach Fryer attempted the spinnaker but fell off badly to leaward. John Marsh moved up on the final loop and following reaching legs to hold first place for the rest of the race. Cattran advanced from 5th, Dean was 7th and Powell 8th.

With discards Cattran was now clear ahead with 6¾ points, Powell next with 11, then Marsh 13, and Dean 15. Cattran's discard was 23 where Powell's was 8 and so clearly Friday had to be a "no mistakes day" for both. Powell needed to have a 5 place advantage to beat Cattran and be pretty near the front as well as it was not beyond the realms of possibility for Marsh, Dean or even Robertson to win.

Race Officer - Norman Thomas - set a massive course on Friday's deciding heat, with a beat of nearly 2 miles and corresponding long reaches there was plenty of sweat at the front as the Force 3 and sunshine kept the leader on their toes. A second start



was necessary after a wind shift had set the path finder ploughing into the middle of the waiting starters.

Quickest at the first leg was Alf Hawksworth with Powell close behind. After the first triangle, places changed but Hawksworth clung to Powell's shadow and was never more than 150 yards away throughout the race. Additionally, Dean and Marsh were lurking in the wings and so far the best part of the 2 hr. 50 minute race Powell was looking anxiously over his shoulder.

At 1440 Powell became the 5th different winner of the week and the 1978 National Champion. Cattran's 14th had to be counted in his final tally to give him second place overall, just ¼ point ahead of Dean.

Mumbles always has a good reputation for social events and this year was as good as ever. Sunday at the Clubhouse started the week with the Ladies' Committee's song and dance routine, ably supported by impromptu turns from Filey, Mounts Bay, Sussex and Mumbles.

Monday was something completely new - the hiring of the new multi-million pound Swansea leisure centre pool. A special wave machine created 4 ft. rollers (for many a reminder of Saturday evening in Swansea bay) in a vast "L" shaped pool, centrally heated, floodlit and surrounded by palm trees and patios. The building both inside and out was breath taking in appearance although the changing room layout baffled plenty. Many took the communal locker room for the men's changing area, nakedly unaware of the separate changing facilities beyond until the inevitable situation arose.

After the swimming, the music of "Sam and his Plastic Sounds" drew the crowds from the pool but whether the music was plastic or not, it was deafeningly loud.

The Mayor of Swansea entertained everybody with dancing and supper at the Brangwyn Hall on Thursday evening. Clearly an Osprey enthusiast, she recalled the 1973 visit and noted that the chain of office included an Osprey in the motif. Two days later she gave her time again to present the prizes at the final event of the week.

And so the Jubilee Championship ended with a new name, at last, in the record books. Having been the bridesmaid for several years, Tony Powell was well pleased with the week's work.



John Geddes leads C. Evans (919) and Roger Mant. *Susan Bates*



'One Jump Ahead' nears take-off during Saturday's short lived practise race. *Susan Bates*



The genoa is free but the boom is dragging in the waves - the inevitable is just seconds away for Don Pipes. *Susan Bates*



Terry Greaves is seen clear ahead in Tuesday's race. Susan Bates



The winners. Tony Powell (left) and crew Glyn Jaynes *Susan Bates*



Mount's Bay quartet. (L-R) James Curnow, Derek Cattran and crew Gerry Gray, Ken Robertson. *J.M.R.*



Part of the Yorkshire team (L-R) Chris Moor, John Lang, Malcolm Clark, Terry Greaves, Jim Haddock. *J.M.R.*



This is what happens when you foul the gate boat. The damage to 'Female's side tank after Tuesday's incident. *J.M.R.*



The Scottish contingent. Three helmsmen competing were John Geddes, Stuart Murdock and John Walters (2nd, 3rd, 5th from left). *J.M.R.*

RESULTS

BOAT NO.	HELM	CLUB	POSITIONS					TOTAL	POSITION
1085	Powell T.	River Towy	8D	4	4	3	1	11.75	1
1153	Cattran D.K.	Mount's Bay	3	1	2	22D	14	19.75	2
900	Dean G.	North Devon	7	2	8	11D	3	20.00	3
1159	Marsh J.	Mumbles	1	10	22D	2	8	20.75	4
1170	Robertson K.	Mount's Bay	9	6	7	1	13D	22.75	5
1110	Woolcock M.	Mount's Bay	11	3	15D	6	4	24.00	6
1020	Fryer L.	Portishead	2	7	16	90D	7	32.00	7
1169	Carter H.	Lymington Town	4	19D	6	14	9	33.00	8
1006	Macc. Murdoch S.	Wormit	15	35D	3	10	6	34.00	9
937	Eynon N.	British Steel/Mumbles	5	18	9	23D	5	37.00	10
1138	Hawksworth A.	Blithfield	17	40D	18	4	2	41.00	11
1165	Corbin M.	Lymington Town	6	14	99D	9	12	41.00	12
1167	Greaves T.	Royal Yorkshire	22D	5	1	18	18	41.75	13
175	Bowen R.G.	Sussex Motor	96D	13	12	12	15	52.00	14
1114	Gardiner W.	Morecambe & Heysham	13	8	33D	24	10	55.00	15
1141	Mooney M.	Royal Yorkshire	23	110D	19	5	11	58.00	16
1120	Houlding N.	Sussex Motor	14	15	10	20	27D	59.00	17
1161	Chess O.	British Steel	20	11	13	46D	20	64.00	18
629	Jarvis C.W.	Portishead	12	16	17	37D	19	64.00	19
768	Kirchin T.	Sussex	18	12	26D	17	17	64.00	20
1139	Roxburgh I.	Mount's Bay	16	29D	14	13	21	64.00	21
1146	Plowright R.	Filey	25	9	110D	7	28	69.00	22
1111	Curnow J.	Mount's Bay	21	24	38D	8	16	69.00	23
834	Haddock J.	Filey	27	20	5	27	30D	79.00	24
1145	Mackay A.	British Steel	26	22	11	52D	23	82.00	25
1068	Lorriman R.	Filey	19	27	23	99D	31	100.00	26
959	Carroll K.	Morecambe & Heysham	10	41	99D	15	37	103.00	27
1053	Clayton A.	Tees	31	28	24	34D	25	108.00	28
1112	Anderson N.H.	Hornsea	28	47D	20	31	33	112.00	29
869	McGlashon P.	Dorman	30	21	36	35	96D	122.00	30
665	Lambert M.	Mengeham Rythe	24	37	43D	36	26	123.00	31
731	Tart P.J.	Mengeham Rythe	39	25	21	100D	40	125.00	32
704	Unsworth D.	Creeksea	50	17	34	25	61D	126.00	33
1004	Wilson F.	Sussex Motor	96D	32	28	50	22	132.00	34
901	Hoare D.J.	Portishead	41D	31	40	40	36	147.00	35
1083	Pugh-Bevan D.	British Steel	34	43	41	33	48D	151.00	36
903	Dovey P.	Stewartby W.S.C.	32	52	60D	30	39	153.00	37
1070	Scurr M.J.	Dorman Long	48	26	31	49D	49	154.00	38
1166	Murray M.	British Steel Corp	42	34	44	90D	38	158.00	39
908	Burden J.P.	Poole	43	33	42	47D	43	161.00	40
1155	Field D.	North Devon	46	38	32	90D	46	162.00	41
1119	Lambert G.G.T.	Chase	49	36	29	53D	50	164.00	42
488	Geddes J.	Royal Tay	40	59	25	41	106D	165.00	43
832	Owen B.	British Steel/Mumbles	53D	45	37	42	41	165.00	44
919	Evans C.	British Steel/Mumbles	29	39	62D	39	59	166.00	45
1018	Bevan A.	Mumbles	82D	51	35	45	35	166.00	46
521	Pipes D.	Blythfield	47	99D	63	16	42	168.00	47
719	White B.	Sussex Motor	60D	30	45	59	34	168.00	48
894	Stubley P.	Lymington Town	51	49	48	21	63D	169.00	49
890	Badger P.	Mount's Bay	96D	46	30	26	73	175.00	50
824	Wright T.	Tees	36	100D	99	19	24	178.00	51
884	Filipinski A.	Mengeham Rythe	45	53	52	28	96D	178.00	52
489	Denley J.	Dorman Long	33	99D	53	48	45	179.00	53
1137	Whiteman M.	Ogston	56	65D	54	54	32	196.00	54
771	Iles P.	Portishead	38	55	56	100D	52	201.00	55
631	Jakeways M.	Stewartby	96D	54	59	38	53	204.00	56
713	Everton-Jones M.	Sussex Motor	44	110D	27	90	47	208.00	57
892	Littlewood J.H.	Filey	37	110D	110	32	29	208.00	58
1055	Olivant N.	Portishead	61	64D	46	51	51	209.00	59
640	Firley Henio	Poole	62	23	99D	29	96	210.00	60
740	Marshall R.	Lyminton Town	35	50	39	90	106D	214.00	61
1051	Thomas H.	Locks	54	44	50	72D	67	215.00	62
464	Hunter J.G.	North Devon	96D	42	47	64	71	224.00	63
529	Sheath C.	Sussex Motor	57	48	49	74D	72	226.00	64
1101	Mant R.	Stewartby	64D	56	61	57	58	232.00	65
118	Hill D.	Mumbles	63	73D	51	63	65	242.00	66
436	Hunt R.	Lymington Town	59	99D	58	56	70	243.00	67
604	Bradshaw N.	Sussex	75	61	66	43	96D	245.00	68
1056	Simpson S.	Mumbles	68	66	57	55	96D	246.00	69
811	Goldsmid A.J.	Stewartby	76D	58	73	62	57	250.00	70
663	Noblet P.	North Devon	55	79D	69	66	64	254.00	71
939	Flint G.	Ogston	52	63	99D	44	96	255.00	72
1115	Toole K.J.	Morecambe & Heysham	100	57	110D	60	43	260.00	73
1103	Oakes A.	Stewartby	58	76D	74	68	60	260.00	74
1122	Madeley I.	Ogston	70	74D	68	70	54	262.00	75
1007	Rayner J.	Filey	66	99D	64	61	75	266.00	76
745	Shapton P.	Mumbles	74D	68	71	73	55	267.00	77
1063	Barton C.	Sussex Motor	65	72	67	100D	68	272.00	78
435	Lilley J.H.	Sussex Motor	69	67	75	69	79D	280.00	79
712	Peck I.	Gt. Yarmouth & Gorleston	67	62	78	100D	76	283.00	80
1008	Edwards D.	Creeksea	106	60	110D	58	62	286.00	81
1162	Eynon D.	Royal Northumberland	72	70	70	90D	74	286.00	82
156	Edwardson R.	Stewartby	78	75	65	71	81D	289.00	83
1025	Sumner P.	Morecambe & Heysham	73	69	80	90D	69	291.00	84
868	Howell J.	Morecambe & Heysham	77	71	76	75	78D	299.00	85
735	Tarry K.	Sussex Motor	71	77	100D	100	56	304.00	86
918	Howe P.W.	Sussex Motor	79	99	55	100D	77	310.00	87
641	Charles D.	Mumbles	80	110D	79	90	66	315.00	88
853	Lang J.M.	Filey	85	85	81	67	96D	318.00	89
742	Cleal B.E.	Mengeham Rythe	96	81	77	65	100D	319.00	90
669	Wilbraham G.	British Steel	83	80	72	99D	86	321.00	91
360	Clarke R.H.	Mumbles	100D	83	84	76	85	328.00	92
246	Walters J.	Largo Bay	81	78	110D	100	83	342.00	93
282	Jones D.	British Steel	96	82	110D	90	84	352.00	94
810	Ace J.	Mumbles	96	99D	85	90	82	353.00	95
805	Harrington D.	Creeksea	84	110D	82	99	96	361.00	96
596	Chaplain J.E.W.	Pool Hall	100D	84	83	99	100	366.00	97
1123	Shepherd P.	Sussex	96	99	110D	100	80	375.00	98
700	Smith J.	Mengeham Rythe	100	110D	110	100	100	410.00	99
198	Hughes R.		106	110D	110	100	100	416.00	100

D = Discard race.

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TOP 20 GEAR

Pos.	Boat	Type	Builder	Const'n	Mast	Boom	Mainsail	Genoa	Spinnaker
1	1085	Mk 111	McCutcheon	Wood	Proctor E.	Proctor	Musto	Musto	Musto
2	1153	Mk 111	Westerly	G.R.P.	Proctor E.	Proctor Hex.	Musto	Musto	Musto
3	900	Mk 11	Westerly	Wood	Needlespar	Proctor	Seahorse	Seahorse	Seahorse
4	1159	Mk 111	Westerly	G.R.P.	Elvstrom	Proctor	Musto	Musto	Mountfield
5	1170	Mk 111	Westerly	Comp.	Proctor E.	Proctor Hex.	Musto	Musto	Musto
6	1110	Mk 111	Westerly	G.R.P.	Proctor E.		Musto	Seahorse	Banks
7	1020	Mk 111	Westerly	Wood	Proctor Beta	Proctor Hex	Musto	Musto	Jarvis
*8	1169	Mk 111	Home built (M. Corbin)	Wood	Proctor E.	Proctor Hex.	Sanders	Sanders	Mountfield
9	1006	Mk 111	Westerly	Wood	Proctor E	Proctor Hex.	Ratsey	Musto	Musto
10	937	Mk 11	Westerly	Wood	Proctor F	Proctor Hex.	Musto	Musto	Musto
11	1138	Mk 111	Westerly	G.R.P.	Proctor E.	Proctor RX.	Musto	Musto	Musto
*12	1165	Mk 111	Home built (M. Corbin)	Wood	Proctor E.	Proctor 2632	Sanders	Sanders	Sanders
13	1167	Mk 111	Home built (T. Greaver)	Wood	Proctor E	Proctor 2632	Musto	Musto	Musto
14	175	Mk 11	Bell	Wood	Needlespar	Proctor	Musto/ Mountfield	Musto/ Mountfield	Banks
15	1114	Mk 111	Homebuilt (G. Iddon)	Wood	Proctor E	Proctor Hex.	Seahorse/ Mountfield	Seahorse	Mountfield
16	1141	Mk 111	Ribble Sailboats	Wood	Proctor Beta+	Proctor 2632	Leadersail	Leadersail	Leadersail
17	1120	Mk 111	Westerly	G.R.P.	Needlespar	Needlespar	Mountfield	Mountfield	Mountfield
18	1161	Mk 111	Westerly	G.R.P.	Proctor Beta+	Proctor	Seahorse	Seahorse	Seahorse
19	629	Mk 11	Weather Mark Marine	Wood	Proctor E	Proctor Hex.	Musto	Musto	Jarvis
20	768	Mk 11	Westerly	Wood	Proctor Beta.		Musto	Musto	Musto

* Basic timber kits for these boats supplied by Barnard Boats

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CLUB NEWS

Ogston

19 boats make up the Ogton Fleet with 8 boats regularly supporting the Sat/Sun points series. Two of the older boats in the club, 229 and 124 are on the market but two experienced helms are seeking good s.h. boats by way of replacement. Competition is the keenest for some years, with no single helm dominating.

- Maurice Whiteman

Morecambe & Heysham

This former north-west stronghold now boasts only 5 regular boats, but Ken Carroll's re-appearance with 959 gives hope for a gradual increase in numbers.

- Wally Gardiner

Lymington Town

1978 has been quiet for the class, only 6 regulars making the Sunday starts. However the frostbite series from 15th October to 20th December looks like drawing nearly double the summer turnout. New boats to the fleet include 936 to Robert Hunt and 1068 to Peter Stubley, 894 has changed hands to Robert Carrington and 760 'The Other Man's Grass' has been converted to Mk 111 by owner Mike Cleveland. The Sunday Points Seties was won by Peter Stubley sailing 894, with Mike Corbin in 1965 second.

- Peter Stubley

Portishead

The season started slowly with half a dozen boats being the usual turnout. Lloyd Fryer continues to get into the top places at local open meetings. Regrettably one long serving member of the fleet, Mike Blanchard (No 1040) has decided to sell up and join the cruiser fleet, recovery from a long illness forcing this decision. Mike pioneered the class some 12 years ago and very regular appearances will be missed.

- Phil Isles

Sussex Motor

With a fleet of 26 on the books and up to 16 turning out for Sunday points races the class has enjoyed a very prosperous season. A successful open meeting was held in June (see separate report) and class members are gearing themselves for next years Nationals.

- Brian White

Blithfield

Three boats are based here, Tom Roberts and Don Pipes being the most enthusiastic.

- Alf Hawksworth

Dorman Long

During the winter John Scurr (1070) and John Webster (1060) raced at Tees, Peter McGlashan bought 869 and Colin Parsons coverted 95 'Blondie' to Mk 3. Other boats based here are 489 and 544.

- John Scurr

Clyde Canoe Club

The pattern of Osprey distribution in Scotland seems to be one of dispersal and only two boats are now based here. David Moss has converted 79 to Mk 111 and 516 has been sold out of the club.

- David Moss

Tees

After a couple of lean years there are signs of a revival at Tees. 1977 was mainly match racing between Tony Clayton (1053) and John Robinson (1029) but there are now seven in the class and fleet status remains. Two boats from Dorman Long race regularly (1060 John Webster and 1070 (john Scurr) and Tony Wright is back in the class with 824 - named 'Victoriana' after two years house renovating. Unfortunately John Robinson's 'Pop Rivet Special' No 1029 was lost at sea and although recovered was a write-off. John now races land yachts! The Class open on 20th May drew 15 entries (see separate report) and it is hoped to make the event a regular fixture.

- Tony Wright

Great Yarmouth & Gorleston

1978 has seen an increase from two to six boats and although the starts are shared with the 5-0-5s at least the fleet is beginning to match their performance. The fleet is keen, if a little inexperienced and many club members give envious looks when they see how the Osprey handles on the North Sea. The hope is for another 300% increase in numbers next year and summer visitors are always welcome. 5 boats will be winter sailing at Snowflakes S.C. at Horning, near Norwich. Any queries please contact Iain Peck at 35 Catton Grove Road, Norwich tel (0603) 405334.

- Iain Peck

Stewartby

The fleet continues to increase, the current total of 20 giving up to ten entries for Sunday racing.

-Arthur Oakes

Royal Yorkshire (Bridlington)

Apart from an Osprey member sinking the rescue boat, the season has been quiet with helms and crews getting the class established. Terry Greaves and crew Malcolm Clack seem to be the fastest so far.

-Mike Mooney

Filey

A steady dispersal of little used boats has seen the active fleet almost down to single figures for the first time for nearly twenty years, a far cry from one August Sunday in 1973 when 18 boats started a points series race. Richard Plowright, Jim Haddock and Ron Lorriman tussle regularly at the front with John Littlewood (892) and Ray Drayton (1074) close behind. Ever since his jib was damaged at Mumbles, and he had to borrow Richard Plowright's spare, John Littlewood has steadily gone faster and faster - the jib is now on permanent loan! There are faint signs of a revival for next year with the purchase of 394 (last seen afloat in 1966) from Saville Goddards hay-loft. Also 270 and 935 in the hands of Tom Smith and A. Palmer have both made sporadic appearances. The class regulars are planning a campaign of hard selling this winter to get numbers moving again.

- John Littlewood

Creeksea Sailing Club

Our year started with the Picketts lock Exhibition which kept us busy until March. With Easter so early this year and poor weather, our usual journey to holland failed to materialize and so our season started at home over the Easter weekend.

So far we have a fleet of twenty boats with a regular turn-out of at least a dozen including William Frogerly who has returned with Osprey No. 11. Robert Shaw sold 805 'Granny' and took to sailing an unknown boat called a 505. However, he seems to have seen the error of his ways and has bought an old boat which he is refurbishing, hopefully in time for Burnham Week.

We are still awaiting the arrival of Bill Letten's conversion of fibre glass Mark II No. 565 to a Mark III composite.

Ken Smith who joined us last year had a bad motorcycle accident in January and has been told by his Doctors that the only possible cure for his injuries is a small amount of Osprey sailing to be taken twice every Sunday for the remainder of the summer!. Two new members who have joined us this year are Murrey Foster and Richard Marshall.

Dave Unsworth has been dominating the racing so far with Graham Wellington and Dave Edwards going well behind him. Racing has been fairly close with places changing rapidly. Our notable success on the national scene was a third by Dave Unsworth in the 'Round the Island Race'.

The Essex Sports Council run a Festival of Sport which covers all aspects from athletics to sailing. Creeksea represented the Maldon area for the second year running, and took the Team Prize with a four boat Team.

Just recently the Osprey owners have been able to help a local school with sailing tuition - the school is no ordinary one but one for blind girls. On a Saturday just recently we had six girls out in Ospreys with experienced helms and crews. The girls thoroughly enjoyed the experience and we hope to be able to assist again in the future. We should all be thankful to be able to sail an Osprey.

- Tony Hodges

Datchet Water Sailing Club

Datchet Water Sailing Club is nearly three years old, and there are three Ospreys (Nos. 242, 917, and 1061) which fly over the 500 acres of water.Two sail regularly because they're glass boats, while two others are awaiting new plumage (varnish) before getting back on the reservoir. We would like to build up a fleet of Ospreys at Datchet - are you interested?

The water authority has built a superb clubhouse on the bank of the reservoir.Sailors have the use of two bars, a restaurant and heated changing rooms with hot showers! There are two club races each week, on Sunday, and more racing will be organised as required. Racing is usally over an Olympic course, from a Committee boat start, with each leg of the course covering about ¾mile.

How to find us? The reservoir bank rises 75 feet above the surrounding countryside, and lies close to the M4 motorway (junction 5). Access from the A3 and M3 is also easy, and if flying into Heathrow airport, you could drop in to see how were getting on! If you're interested, come to the club for a Sunday drink and ask to speak to Huw Pearce, or phone 01-661-9421 for further information.

- Huw & Jackie Pearce (Osprey 242)

Stewartby Open Meeting and Dumper Rodeo

A very exciting time was had by participants at the Stewartby combined Open Meeting held over the weekend of 20/21 May.

The sailing took place in light winds for all four races. The club and it's organising body are to be congratulated.

The visiting Welsh team arrived on the Friday evening and formed a defensive circle with their armoured sleepy buses at the Northern approaches to the compound, allowing an unrestricted field of fire for 360 . The wet mess being closed they immediatly left for a 'search and destroy' mission on the local Club and Institute.

After a short skirmish at the door the inmates broke ranks and capitulated. This led to victory celebrations all round and on invitation from the local Burgermeister to all invading troops to attend a special bingo session and 'op the following evening.

On Saturday morning a detachment of the Second Portishead Bedouine arrived and set up their tents in the lee of the formidable Welsh defended position.

This was a mistake. Had no-one told them that the Welsh rarely sleep at nights and never at weekends?

Following the day's racing, bingo, refreshments and disco, the 1.30 a.m. building site Dumper Class race got under way on schedule. Unfortunately the Portishead tents had been pitched uncomfortably close to the notorious South Chicane of the dumper raceway.

This led to the not unnatural apprehension of the incumbents of the tents who felt that their musical instruments were being put at risk. The wind section, who were well into the 'Floral Dance', were obliged to terminate their recital and a few friendly punches were thrown. Inexplicably the fracas settled down to a very evenly martched affray between the sailors and the powerboaters masquarading as the committee.

Both parties had nothing but praise for the Bedfordshire Police.

In view of the new raport,as a gesture it was decided to cancel the round-the-village Dumper Grand National (despite the fact that it had by this time been fitted with a Camping Gaz headlight) and also to forego the Caterpillar D4 Bulldoser time trials and acceleration tests.

There appears to be a great future for this type of combined Open where these wonderful boats are sailed all day and the various other 'maschimo' pastimes are pursued through the night.

Already the Yachts and Yachting small ads. are being scoured for duitable down to weight 'Hernia' Class single-handed building site dumpers as this fascinating new sport threatens to take over where skateboards left off.

Good thinking Stewartby! Osprey War Correspondent at the front.

Overseas – letter from Tom Mascall in Mombasa

The Ospreys have maintained their number at four and Barry Mitchell is bringing in the fifth boat soon, a Barnard boat number 1121.

The Lagos visitors arrived in October and after losing their match against Naivasha S.C. in Nairobi they came down to the coast to sail in a three club contest. Naivasha S.C. took first place with **Mombasa YC and Lagos SC third.This was followed by** a match between Mombasa YC and Lagos SC which Mombasa won.

Three Ospreys and three 505's were sailed and in the series of five races Tally Ho! (Osprey 1039) came out with the best performance of four first and a third place (6 points) Tactician (822) was third with 18 points and Meteorite (821) fifth with 23 points. Total points Ospreys 47,505's, 56¾.

It is hoped that the Kenya clubs can raise a team to visit Lagos for the return match this year but there may be a lack of incentive to travel from this very pleasant country with many other attractions to a place on the other side of the continent which perhaps cannot offer quite so much. However,the Lagos visitors certainly seemed to enjoy their visit as much as we enjoyed having them with us and they are always very welcome here.

News from Tanga and Dar es Salaam is sparce as the closure of the border between Kenya and Tanzania has prevented any visit to them. However both fleets are reported to be very active. Possibly Edith Blakeway will be sending you more details.

SCOTTISH & NORTHERN CHAMPIONSHIP AT MORECAMBE

Shoreline Report by John Rayner



Wild conditions on the Morcambe slip as Tony Clayton (1053) and Brian Summers make ready. *J.M.R.*

In the distinguished company of Tony Powell, Nat Eynon, Jim Haddock and others, I had no qualms at all in watching the 13th Scottish and Northern Championship from the comparative comfort of Morecambe promenade.

With the westerly wind - or should I say near gale - hovering between 26 and 33 m.p.h. (force 6½ - 7½) on the racing station wind gauge (reportedly reading low), it was no surprise to see only the hardier teams taking to the water.

Gerald Iddon was race officer. No doubt his exploits in "Nutcracker" on the Isle of Man/Blackpool Tower race influenced his judgement in favour of racing when others would undoubtedly have abandoned the situation. It is fair to say all those who raced praised Gerald for his efforts in watching for the relative quiet spells in getting the three races underway.

The same rather squat triangle provided the course for all races, a short beat (average 12 minutes) followed by a long broad reach out into the bay tightening up for the sprint back to the starting line.

13 boats lined up for the delayed Saturday afternoon start. Ken Robertson in the prototype Composite Mark III got easily the best start to lead at the first buoy followed by Brian Summers and Lloyd Fryer. With the wind hovering around 25 m.p.h. the boats flew down the back reach with all binoculars focused on the gybe mark. Robertson arrived first, attempted to wear round and then dropped all sails - his rudder blade had completely sheared.

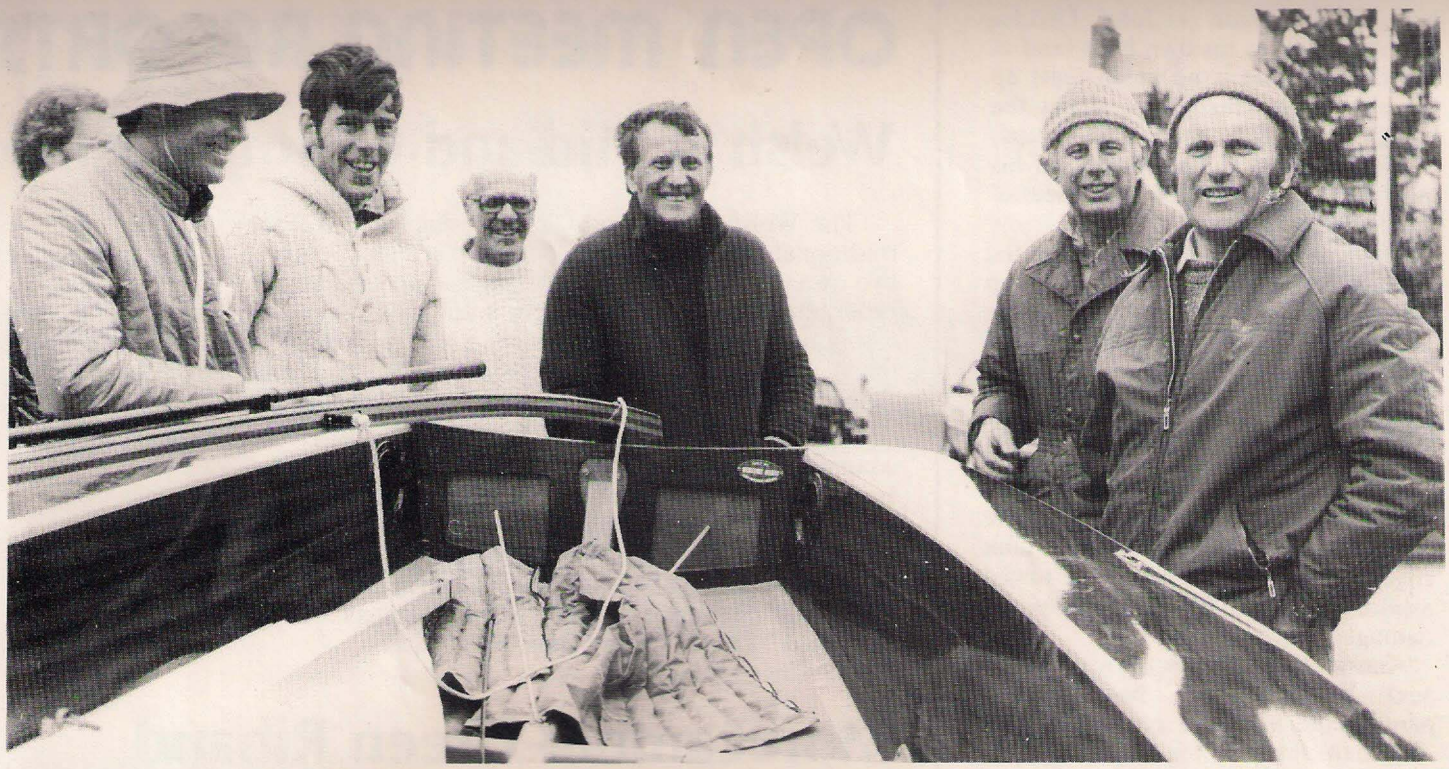
Next casualty was Alan Smith who was washed overboard, hung on to the main sheet and managed to pull the boat and crew on top of himself. Mike Mooney's turn came next. He flattened at the gybe, dipped his mast and eventually righted with a bad break half way up, tangled rigging and torn sails. The lightweight team of the two Richards - Plowright and Littlewood scored the highest number of capsizes with five in the race.

Brian Summers had taken the lead by the leeward with Lloyd Fryer, Wally Gardiner and Don Pipes following.

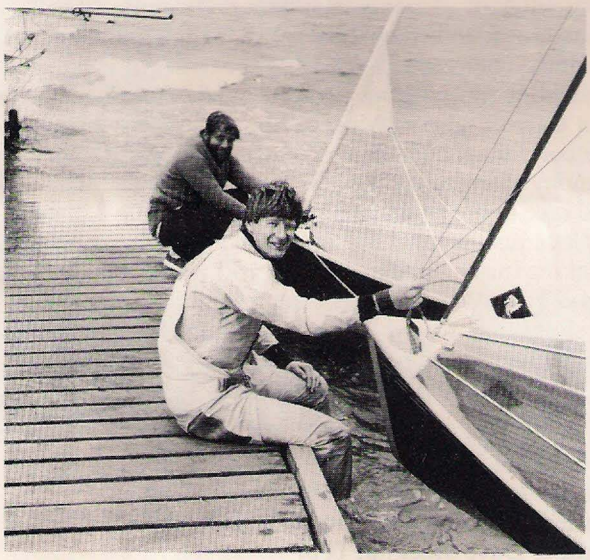
The second beat saw Gardiner and Pipes head out to sea whilst others followed the shoreline. The seeward route with less chop paid and with Fryer capsized. Pipes, Gardiner and Summers converged on the windward mark. A welcome shortened course signal gave Gardiner the gun, Summers next and Pipes (who would have won had he aimed for the Committee boat rather then the buoy end of the line) third. Summers came ashore to hear his crew curse for not signing on.

The Sunday schedule was for races at 13.30 and 15.30. With only a breath of wind at 08.00 and bright sunshine, all seemed set for a better day. This rather odd time table at least gave those used to normal starting times an opportunity to get broken gear repaired and generally relax. The wind quickly came and grew stronger hourly - 15 m.p.h. by mid-day, 20 m.p.h. by 13.00 and increasing all the time. A postponement signal was fired but at 14.15 a slight easing (to 20/25 m.p.h.!) was noticed and the race was on in half an hour's time.

13 boats again started on a scheduled three triangle course at 14.50. Right from the start the slipway resembled the pits in a wet grand prix race. At the 5 minute gun, Summers sped ashore with a broken jib fair



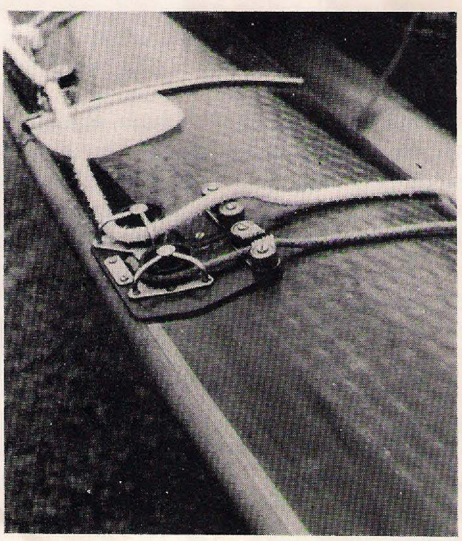
Waiting for Race Officer's decisions - (L-R) Tony Powell, Alan Smith, Maurice Whiteman, Ken Robertson, Mike Corbin, Don Pipes. J.M.R.



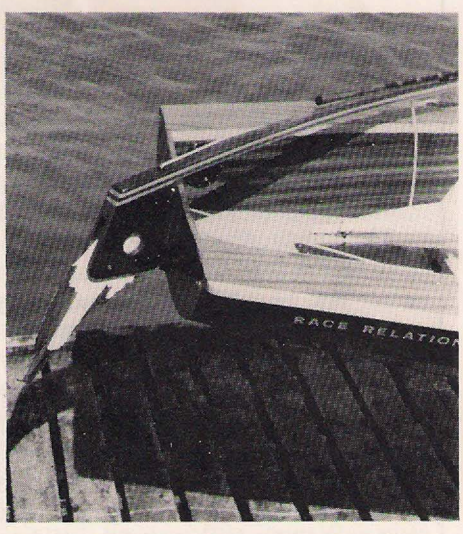
There was no rush to leave the slip early. Crews Raymond Jebbett and Paul Sewell (nearest) wait until the last minute. J.M.R.



Mike Mooney had this tangle to sort out when he finally made the shore. J.M.R.



Deck fitting on Mike Corbin's boat. J.M.R.



The remains of 'Race Relations' rudder blade. J.M.R.



Would you do this to your car? One way to launch a rescue boat. Retrieving was even worse. J.M.R.

lead. Team mate - John Geddes sprinted back to his own boat (and at Morecambe that is no mean feat) up the slip, across the prom, across the lawn, over the town hall steps, returned with a similar fitting off his own boat and watched 'Wildbeeste' make the starting line - just!

Fryer took the pole position at the start only to watch his jib haulyard snap 10 yards later. Gardiner lead at the windward and with Robertson and Alistair Mackay following these three tackled the long reach with gusts registering 33 m.p.h. on the shore. Gardiner had to gybe or risk Robertson gaining advantage, but the gybe failed and he took to the water. During the struggle to right the boat, the front tank cover opened and he had to be towed ashore submerged but, fortunately, not damaged.

Alastair Mackay took the lead for the next two triangles but at the penultimate buoy the centre traveller shot to the limit leaving Liz with the job of lashing back in place. Valuable seconds lost allowed Robertson to close, pass and win the 45 minute race. The last victim was Tony Clayton whose mast crashed down whilst he was stationary and struggling to sort out a rudder problem.

The final race saw little drama. Fryer had lashed his jib in place with a length of red cord, Gardiner had secured the buoyancy tank and both joined eight other boats for the final race at 16.05 in a force 3/4 wind.

Smith lead Fryer and Robertson at the Windward mark with Fryer gaining first place next time round and Robertson taking the gun on the final beat.

A word on the social side. A generous donation from the Council enabled "Wandering Walter from Preston" to entertain in the club house on Saturday with a fair selection of borderline jokes. The town hall was opened up and one had the choice of the Major's parlour, Robing room, Major's committee rooms or the more normal gents toilet to change in. Boats and gear were spread over a large area of the town hall steps and grounds apparently with official blessing and so even if the going had been tough afloat, life had been made as easy as possible ashore.

RESULTS

1st 1170 Race Relations - Ken Robertson, Mount's Bay
2nd 1020 Sugar Plum Pig - Lloyd Fryer, Portishead
3rd 1145 Smuggler - Alastair Mackay, British Steel
4th 1114 Just Pogo - Wally Gardiner, Morecambe
5th 1113 Wings - Alan Smith, Royal Yorks

OPEN MEETING REPORTS

Welsh & Midland Championship

The Welsh & Midland Championship held at Tenby coincided with the traditional September gales, putting the 17 boat entry to a severe test for the two races sailed on Saturday. Thick sea mist caused abandonment of Sunday's programme. The main problem with Saturday's racing, sailed in survival conditions was the amount of spray which gave many helmsmen sore eyes for the weekend. John Marsh was the winner by a large margin. The second race, sailed in similar wind strengths saw Tony Powell first to the line.

All entrants praised Race Officer Blake Shaw for producing two fine courses.

1st 1159 Moonshadow - John Marsh, Mumbles.
2nd 1020 Sugar Plum Pig - Lloyd Fryer, Portishead
2nd 1085 Two Time Winner - Tony Powell, River Towy
4th 1167 Dodger - Terry Greaves, Royal Yorks
5th 1145 Smuggler - Alastair Mackay, British Steel
6th 1161 Delta - Oscar Chess, British Steel

Morecambe-Green Riband

This year's Green Riband Trophy Meeting sailed at Morecambe on 16/17 September attracted a total entry of 25 boats including 8 Ospreys, 4 505's, 7 Lasers and several other classes. Conditions were windy with wind forces of 4 to 7, giving five broken masts belonging to two 505's, two Ospreys and one Tasar. The first race on Saturday morning was won by Wally Gardiner of the host club, second was Ken Carroll, also of Morecambe with Tony Wright of Tees in third place. As the conditions became more extreme it was decided to cancel the second race. Sunday morning dawned with much the same winds as the previous day. The third race in the series was again won by Wally Gardiner with a 505 taking second place just in front of Tony Wright. After suffering a broken jib halliard and making hasty repairs, Ken Carroll won the third race with an Albacore second and Tony Wright once again in third place.

Once again full credit should go to the Race Officers, Gerald Iddon & Charlie Gillow, who seem to be able to produce succesful racing in seemingly impossible conditions.

- Maureen Carroll

Overall results

1st Osprey 1114 Wally Gardiner & Paul Sewell, MHYC
2nd Osprey 959 Ken Carroll & John Gillow MHYC
3rd Albacore 6443 C Maxfield & P Clegg, Winsford Flash SC
4th Osprey 824 Tony Wright & Dave Stockhill Tees
5th M/Rocket 2926 T Wills & I Preston
6th 505 6440 D Chisholm & P Siddall Lowton SC

Sussex Open

There was a total of 19 entries for the Sussex Open on 17/18 June. Racing on Saturday took place in force 5 - 6 north easterly, gusting to force 7 as the race progressed, giving a flat sea and very exiting racing. John Marsh won the race, and took the gun for the Sunday morning race in more moderate conditions. The afternoon entry saw numbers much reduced and local helm Colin Popple finishing first.

The social barbeque was enjoyed by everyone on Saturday night, with the strong winds causing two types of steaks to be served - well done and very well done!

- Brian White

Results

1st 1159 Moonshad - John Marsh, Mumbles
2nd 175 Mary Jane - Colin Popple, Sussex
3rd 1120 In For a Penny - Nick Houlding, Sussex
4th 884 Hairy Handful - A Filipinski, Sussex
5th 959 Shape - Ken Carroll, Morecambe
6th 1151 Avers & Graces - Tony Hodges, Creeksea.

Panmorra Cup Mounts Bay 16/17 September

Thirteen boats competed for the Panmorra Cup, a number that proved lucky for this years winner, because he has been trying to win this particular trophy for 16 years.

The first race on Saturday afternoon brought a South Easterly Force 3 with a big sea running, reminiscent of Filey. At the first windward mark Ken Robertson, Ian Roxburgh, and Derek Cattran were fighting for the first three places, but on a subsequent beat Roxburgh capsized allowing Malcolm Woolcock to take a third behind Robertson and Cattran. Robertsons crew for this race was a fellow by the name of Peter Agnew, the son of the former Assoc. Chairman and Secretary making a brief but successful appearance in Ospreys.

The Sunday morning again saw a Force 3, but from the North West and a flat sea. Robertson, with Raymond Jebbett on the wire, took a commanding lead early on in the race, which he retained to the finish, being challenged briefly by Roxburgh. Woolcock was third, just beating Cattran on the line.

At this stage Robertson had the elusive trophy safely tucked away out of reach of all other competitors. Woolcock and Cattran were tied on 6 points, and Roxburgh was fourth. The final race decided these positions with Woolcock first, Robertson second, and Oscar Chess third. Mounts Bay S.C. would like to thank Oscar, Loyd Fryer, and Mike Corbin for making the journey to Marazion and providing the Open Meeting atmosphere with visiting boats.

- Malcolm Woolcock

Results

1st 1170 Race Relations - Ken Robertson, Mount's Bay
2nd 1110 The Secretary Bird - Malcolm Woolcock, Mount's Bay
3rd 1153 Sally Jo - Derek Cattran, Mount's Bay
4th 1139 Nicola V1 - Dr. Ian Roxburgh, Mount's Bay
5th 1111 Four One and All - James Curnow, Mount's Bay
6th 1161 Delta - Oscar Chess, British Steel

Tees Open

A full four race programme was sailed with a cold blustery north easterly force 4 blowing throughout the weekend. Filey members Richard Plowright and Jim Haddock shared the individual race wins from the 15 boat entry.

Results

1st 1146 One Jump Ahead - Richard Plowright, Filey
2nd 834 Wardance - Jim Haddock, Filey
3rd 959 Shape - Ken Carroll, Morecambe
4th 1113 Wings - Alan Smith, Royal Yorks
5th 1068 Mr. Magoo - Ron Lorriman, Filey

Stewartby, Charles Wells Award

Thirteen home boats and 9 visitors contested the second Charles Wells Award Open over the weekend of 20/21 May. The four race programme was completed in light fluky conditions on Saturday, a little stronger on Sunday. The first three places were taken by boats which sailed consistently well throughout the series in spite of varying conditions but there was considerable place changing lower down the fleet.

- Arthur Oaks

Results
1st 1020 Sugar Plum Pig - Lloyd Fryer, Portishead
2nd 1159 Moonshadow - John Marsh, Mumbles
3rd Persephone - T Scarisbrick, Stewartby

Great Yarmouth & Gorleston; first open meeting

The club's first Osprey open on 4th June was held jointly with the 5-0-5s with separate starts over olympic courses. Six visitors from Stewartby, Hickling and Creeksea supported the locals for the one day event sailed in light to non-existant winds.

Results
1st 903 Kestrel 111 - Peter Dovey, Stewartby
2nd 1101 Stormbringer - Roger Mant, Stewartby
3rd 1069 Escape - Philip Kenworthy, Hickling
4th 866 Aqualung - Graham Woolfenden, Gt. Yarmouth
4th 712 Gwaihir - Ian Peck, Gt. Yarmouth

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1979 RACING CALENDAR

June 2/3	Filey S.C.	Scottish & NorthernChampionship
July 29/30	Filey S.C.	Regatta
August 5 - 10	Sussex Motor	National Championship
September 8/9	Filey S.C.	Open (Chalmer's Park Trophy)
September 29/30	Stewartby W.S.C.	Welsh & Midland Championship

1979 NATIONAL CHAMPIONSHIP 5th - 10th AUGUST 1979

SUSSEX MOTOR YACHT CLUB

Preliminary Note

The host fleet of 26 Ospreys looks forward to welcoming a large entry to the 1979 Championship. Sponsorship has been obtained from Ziebart (Great Britain) Ltd. Vehicle Rustproofing which will be a great help in financing the week.

Launching takes place down a slipway or over a shingle beach into the harbour and is possible at all states of the tide. There is a short 400 yd sail to the open sea. The Clubhouse has adequate changing for the numbers involved at national meetings with plenty of room for boat berthing and car-parking.

Photographers are usually glad to receive orders for prints. Addresses of contributors to this Newsletter are as follows:-
Susan Bates - West Glamorgan Institute of Higher Education Townhill, Swansea
William Payne - 98 Gosport Street, Lyminton Hants
Tony Hodges - The Crest, Goffs Oak, Herts
J.M.R. - John Rayner, 19 Clifford Road, Boston Spa, Yorks

EDITORS NOTE

Response to the initial July deadline for contributions was poor. It is only the changed timetable for the Newsletter (see below) that has enabled additional items to fill this issue.

I am grateful to Tony Hodges for his articles and photos and to the advertisers.

The Newsletter will in future be published in early April and October. These dates will allow up-to-date coverage of the closed season events (Boat Show, Icicle, Pickett's Lock) and the latest fixture list whilst the October issue will include the National and Area championship reports together with the results of most open meetings.

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

Advertisements

FOR SALE - Osprey 1040. All-wood Westerly in immaculate condition not used 1978 due to owners ill-health. Complete with suit Mountifields, unused Musto dacron main & genoa, spare rudder blade, trolley, trailer, cover, assorted spares. Price £13.50 - Mike Blanchard Tel 0272-849951.

FOR SALE - Osprey spares. Complete suit Banks. Proctor 'C' section mast + fittings. Proctor R.E.2.6 boom inc. mainsheet blocks and outhaul. Proctor 8'3" spinn. pole. All used but in v.g.c. New R.W.O. mast ram, traveller system and track + many other new fittings by R.W.O., Holt-Allen and Proctor. All suitable for fitting out new boat. - Thompson Tel Newport on Tay 543108.

FOR SALE - Osprey sails. Suit Mustos + spinnaker - fair condition very cheap - John Rayner Tel Boston Spa 842860.

WANTED - Osprey Hull, Anything considered, Mk 11 or 111. Cash available - Tel Newport on Tay 543108.