National Osprey Class Newsletter

Issue:0384



Inside:

ASSOCIATION INFORMATION
RACE REPORTS
CLUB NEWS
CLUB PROFILES
POINTS OF VIEW
DOGWATCH
FIXTURES
BOATS FOR SALE
WELSH & MIDLANDS
WESTERN TRUST
CRYSTAL PALACE PREVIEW

Editorial

Well, you have to start sometime and sitting here trying to avoid yet another T.V. repeat whilst deliberating over such important decisions as whether or not I can open the chocolates before Hector wakes up, seems to be as good a time as any.
Let me introduce myself. I am, for want of a better word, the new Editor; to be seen at most Open Meetings; the Handsome, Debonair, Suave, if somewnat oversized straightman for an equally large, black, hairy beast (that's the dog, not the wife). Enough about me, this magazine is about you, not me, even if you are a little reluctant to participate at times.
The first job of any new Editor must surely be to pass on his thanks, and those of all Association members, to his predecessor, in this case Tiger Bridges. I only hope that I can maintain the high standard and, if possible, even improve it. That, however, is an impossible task without your contributions. As I have already said, this is YOUR magazine; all of you own and sail one of the best class of boats in the country; we know it and it's about time we started telling everyone else. One way is through your newsletter. Take an interest, put a few lines on paper or take a few pictures (black and white please) and send them to me. A strong newsletter keeps interest in the Association, and to a lot of members, the newsletter is their only contact with the Association.
Which brings me to the Association. Last year there were 127 members, an improvement on 1982, but you only have to consider the total number of ospreys sailed to appreciate how small a percentage of osprey owners are members. Now, a lot of osprey sailors who do not go to Open Meetings are going to say that there is no reason for them to join, after all, what do they gain from joining? Well, apart from the fact that officially you cannot accrue points in any club race because your measurement certificate is not valid without a membership endorsement, it will keep you in contact with people all over the country with similar interests. In a fast racing dinghy like an osprey, very often the difference between the boats at the front and those at the back can be tremendous. A difference that will make a newcomer to the fleet despair at ever being able to finish a race whilst the Bar is still open! Hints and advice picked up via the newsletter can help to improve your performance or set you thinking along the right lines, apart from the tremendous amount of culture crammed into its glossy pages. The newsletter would probably be your most common contact with the Association, but apart from this, the Committee is working hard for your benefit, trying to protect the spirit of the class and keep boats abreast of modern developments without devaluing the older boats by making them uncompetitive.
You cannot have helped but notice a scarcity of information about ospreys in the National Yachting press. Press coverage only comes from either exceptional results in National or International events, or great popularity, one follows the other. Advertising can create interest, which leads to bigger fleets and better sailing for all of us, however, advertising costs money and in one way or another, this is where the majority of Association funds go. One small advertisement in "Yachts and Yachting" costs over £100, so as you can see a limited budget does not help, and finances only come from membership subscriptions. But that really is enough about the Association, there are many advantages to joining - too many to list here - above all, it does not cost a lot and can only be to your advantage in the long run. There is a lot happening in the class at the moment, interest from outside and a new builder. 1984 promises to be a good year - Help to make it a success by paying your subscription.
Finally, let's return to the newsletter and a couple of new ideas for 1984. Being relatively new to the Open Meeting scene in ospreys, I have noticed something lacking in the information handed out about meetings. Very often the decision about whether or not to go to a particular meeting is based upon a very small amount of information. During 1984 the newsletter will include a Club Profile of every club holding a meeting in the near future. Hopefully this will include general information on the club, the ospreys sailing there and also a small location map. So now is your opportunity to sell yourself and your club.

If I can get a better response from the members, there will also be an improved Letters section, renamed "Dogwatch" (surprise, surprise). It will need a lot of support to be a success, so blow the dust off your writing pad, sharpen your pencil and start writing!
Enough, enough, you must all be shouting. Alright, I will finish, besides Hector has woken up and has dragged Marg. out into the garden - I had better go out and dig her up!

Dave.

P.S. What's this I hear about Bob Shaw - Bought a Mark 3 - I don't believe it; must be some other bloke!

Chairman's Report

One of the drawbacks of having a newsletter editor who is considerably larger than oneself, especially when he is backed up by Hector - 'le chien noir,' is that one does not demur too strongly when asked to write something for the Osprey Bugle.
This issue, as most people will be aware, is the first with Dave at the helm and I am sure you will agree its presentation and content are excellent. One of the most gratifying things I have noticed during the short time I have been in office is that whilst people inevitably come and go in serving on the committee, they have always been replaced by equally resourceful and enthusiastic members bringing their own particular style to the job in question. Such is the case with Dave and the newsletter, Mike on the publicity front and Graham managing our financial problems so expertly. All these and other changes have taken place during the previous six months and reflect the continuing high level of commitment existing throughout the national committee. It is, perhaps, not often realised that committee members spend many hours on the road at the worst times of the year attending meetings and also incur considerable financial outlay in travelling expenses - all out of their own pockets. This is all worthwhile, of course, if a healthy association membership exists to support the committee and it is, therefore, pleasing to see the Association increasing in strength which is now reflected in a far more healthier state of financial affairs. This contrasts sharply with the dire straits that existed until comparatively recently. Apart from paying association subscriptions and supporting open meetings (long may it continue) we really would like to receive more newsletter items from association members, even if they only describe mud wading techniques at Mangeham, useful fog navigation techniques off the Yorkshire coast or even the problems involved in achieving a dust free finish to varnish whilst serving ten pints of bitter in a Lancashire pub (sorry Ken!).
On the subject of newsletter items - whilst recently attending a course and chatting to one of the other participants, I discovered that some years ago he had sailed Ospreys in Lagos. During this conversation he recalled how it didn't pay to get too far ahead in club racing as one was likely to get attacked by pirates and forced to hand over the stop watch or other valuable trinkets. So how about it Lagos, let's hear the latest in coup news or similar perils and excitement which make up the Osprey scene out there.
This year's sailing calendar has now been comprehensively filled with, of course, the National Championships being held at Tenby in July. With no resident Osprey fleet at Tenby to boost the number of entrants, we are to some extent taking a gamble this year and relying on the appeal of the venue which offers good sailing water combined with excellent beach and other facilities for the family. Should this experiment prove successful, it considerably broadens the scope of likely championship venues which your committee may consider. Certainly with Tenby this year, Poole in 1985 and possibly Plymouth or Holyhead in 1986, we are attempting to achieve diversification in venues and seek exposure for the class through a more adventuresome attitude.
Thanks to the efforts of Ken Carroll, the Osprey is once again re-establishing itself on the shores of Lancashire at the Ribble Cruising Club situated at Lytham St Annes. Already they have organised the West Coast Open scheduled to take place at Lytham on 8-9th September, and therefore provides an ideal opportunity for the northern and midland based Osprey sailors to attend another meeting.
This issue of the newsletter is timed to coincide with the Crystal Palace Dinghy Exhibition where, all being well, Dave Norris's boat, "Le Chien Noir" will be exhibited alongside the first Osprey produced by Porter Bros. The latter have put considerable effort into producing this boat using techniques new to Osprey GRP production and it would, therefore, be encouraging to see a few cheque books produced putting deposits down on new boats.
Finally, my thanks to Rob Shaw, Nick Willis and all the other people involved for putting in the tremendous amount of effort and time in organising our stand and facilities at Crystal Palace.

Trevor Brown.

THANKS TO EVERYONE
who has contributed to this issue
from your new Ed.
Dave Norris
KEEP IT ROLLING!

CLUB NEWS

Congratulations to Sheppey Yacht Club on Fleet Status for the Ospreys. Nine boats and others clamouring to buy, that's the way to start. Report to follow and well done Phil Angrave first in with the Club News - Keep it coming.

Yet another new fleet - well not exactly - Ribble have re-adopted Ospreys. Well done Ribble, hope to see some of you on the circuit.

Please note the change of date for the Shoreham Open, now to be held on June 30th and July 1st. The Open Meeting winner will win his entry fee for the Nationals - Could be a cheap Nationals.

POOLE YACHT CLUB

May I first take this opportunity to wish Marg and yourself a very Happy New Year. I trust you had an enjoyable Christmas and are now raring to go in your first full year as Newsletter Editor.
As Poole Yacht Club representative, I thought it was about time I wrote to inform you of the results of last season's race series, and also to look forward to the racing and events of the coming season.
As you are possibly aware, Poole Yacht Club is in the midst of a move to a new clubhouse/marina, due to the expansion of the "roll on - roll off" ferries terminal. This expansion involves reclaiming a section of Poole Harbour, including the area adjacent to our present facilities, leaving us, at the moment, without immediate access to the water. This situation has necessitated the erection of a temporary dinghy compound near to the site where the new clubhouse is to be built. Unfortunately this compound has not been satisfactory, the main complaints being lack of security and the inconvenience of having to walk about half a mile to get there. It is hoped that by the start of the coming season we will be able to use the dinghy storage facilities at the new premises, which should be a great improvement.
Taking into consideration the above mentioned problems, turn-outs for club racing were quite encouraging, with an average of about eight boats and a maximum of eleven.
The 'normal' finishing order was stirred up last season by the arrival of two 'newcomers' who eventually managed to come second and third overall (and both had female crews!!).
Following my retirement from crewing at the end of 1982, Trevor Brown employed the expertise of Malcolm Palmer at the front end of Atomic Rooster. Trevor again proved to be almost unbeatable at club level, winning the overall series with ease, although a couple of boats showed good turns of speed at times, and were able to sneak into the lead occasionally.
The overall results of the Summer Series were:-

1st	1187	Atomic Rooster	Trevor Brown/Malcolm Palmer
2nd	1155	Golden Brown	Phil Angrave/Rachel Venison
3rd	1043	Money-a-Mickle	Andy MacGregor/Elaine Lee

Unfortunately, for the second year running, Poole Y.C. will be unable to host an Osprey Open Meeting in 1984 due to the lack of facilities. Towards the end of the year, we are scheduled to move into out new clubhouse, so things should be better than ever in 1985, when Poole Y.C. is to stage the Osprey National Championships.
Hopefully a larger number of Poole Ospreys will be attending Open Meetings in 1984 and we are hopeful of sending several boats to Tenby for this year's Championships.
Once again, all the best for 1984. See you soon.

Phil Angrave.

BLITHFIELD SAILING CLUB

Well another year comes to an end and with it we see a few changes. John Page, a committee member of Blithfield Sailing Club since a week after joining the club many years ago, is standing down for a well earned rest. John not only presided over the rise of a Handicap Fleet but finally over the emergence of the Osprey fleet and became its first Fleet Captain. Thanks to John for all his efforts.
As far as the fleet is concerned, numbers have remained reasonably static, a few changes of faces but so far I am glad to say boats have stayed in the club. There is still a lot of interest from outside and members of the fleet are working hard to increase numbers. Hopefully the new season will see the influx of fresh blood from interested parties in neighbouring clubs. We are sorry to lose Jack Hayhurst to those funny little boats with lumps of lead underneath, but hope that he and Judy do well in their new club, and I am assured that Geoff Stubbs did not break Jack's mast during a trial sail just to knock the price down.
1983 saw Blithfield's first Osprey Open Meeting and I am pleased to say it was a success on all counts, with the largest entry on the circuit. Thanks to all who attended - you made a lasting impression and will be remembered by all at Blithfield for your friendly but competitive attitude to the racing, as well as for nearly drinking the bar dry. We hope to see you all on October 13th for the Welsh and Midland Championships - more of that later.
Lost one Osprey and Helm - No. 1184 - surname Hawksworth. If seen please advise Fleet Rep. Come back Alfie, all is forgiven. But even without Alfie, Geoff Stubbs is not getting it all his own way with a lot of pressure being exerted by Keith Gibbons and Neil Robinson in 1205 "Sarajon" and quite often a large black dog is to be seen snapping at their heels.
Last Winter Series Results:

1st	1153	Hogus Pogus	Geoff Stubbs/Craig Somogy
2nd	1205	Sarajon	Keith Gibbons/Neil Robertson
3rd	903	Le Chien Noir	Dave & Marg Norris

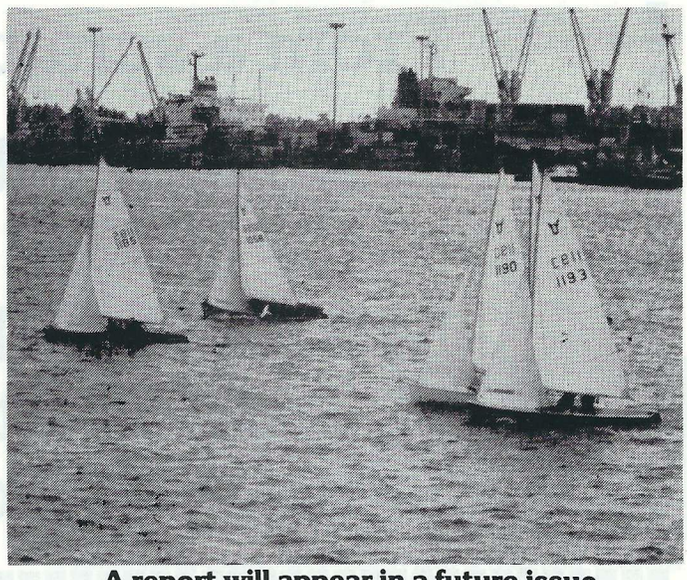
Anyway, see you all soon.

Dave Norris.

THE FUTURE

Well, that's very much up to you - Keep sending the Club News and general articles, anything you want to say, well write it down and we will try and put it in print.
Perhaps a few ideas may help, A new letters section starts with this issue entitled "DOGWATCH" - I hope in future issues it may have something interesting to say. For a start, a letter from Bob and Jan Shaw on how sailing started for them. Why not tell everybody how you started?
A series of Club Profiles will appear in this and future newsletters, not just who has done what, but hopefully enough information to give a picture of general club activities and even a proper basis for the decision of where to go for this year's Open Meetings.
Also in future issues "Setting Up" your first Osprey - a basic look at starting points for tuning, and a biography of Ian Proctor. Finally, "Comment" - if I can get some reaction from you out there - a series of discussion provoking articles. If you want to put forward an idea or just throw a spanner in the works, now is your chance via the newsletter.

OSPREYS IN LAGOS



A report will appear in a future issue.

POINTS OF VIEW

"Oh for the days of National Championships with entries in three figures, for waiting lists to join sailing clubs, but alas those days are gone!"

We have all heard these comments; many of us are perhaps guilty of making them ourselves, but stop! Think before you say them again. Is the recession still 'biting' that hard? Constantly we are being told "things are on the turn" and many people involved in business will have noticed a slight increase in demand. So why are many fleets and many sailing clubs still suffering? Perhaps old ideas and old ways need to be changed.

Over the last decade, many firms have 'gone to the wall,' many for no fault of their own; but one thing is certain, those that still survive are leaner, fitter and more competitive than they were ten years ago. They have had to change to survive, adapt or die. Now, in a time when money is scarce, the first thing a family will lose will be the luxuries; leisure activities were an early casualty of the recession. Sailing, a sport involving a substantial capital commitment in the form of a boat, suffered more than most. But if things are improving, where are the people returning to their old sport, or the new people trying sailing for the first time?

The answer is simple - they are there, perhaps not in as great a number as before, but they are there. Look around and you will find, in amongst the clubs struggling for existence, other clubs that are thriving, growing with a speed not dreamed of before. What is the difference? What is new about these thriving clubs? That too is simple - having survived a recession, people are now far more discerning about how they use their money, especially when it comes to leisure. They want value for money, and a club that is willing to adapt, to change with the tide of opinion, but not just for the sake of change; this could be just as bad as the immovable dinosaur-like clubs that have existed since sailing became something more than just getting from A to B. Changes have to be made, but only for the benefit of the majority, or for the benefit of a minority if the majority remain unaffected by them.

Just as bad are the clubs made up of large numbers of strangers; we have all seen them, clubs where you do not know the others in your own fleet and dare not speak to those in others. Contrary to popular belief, a competitive club does not nesessarily have to be an unfriendly club, and it is well worth remembering that the bulk of club membership consists not only of the "also rans" but also the "Oh! was that a race?"

Perhaps now we have the beginning of a change of attitude. The days of amateur clubs are numbered. These days a professional approach is necessary to survive. This does not mean that sailing clubs need employ full time professional committees, but it does mean that a more business-like approach is required. That dirty little word "selling" comes to the forefront. There is a need to identify the market and adjust the product to the market's requirements; any salesman will tell you that this is more a matter of giving your product a different image than actually changing the product.

So far this is all about sailing clubs, but all of the above arguments can apply to classes and class associations. Any association committee worth the name spends the majority of its time working out means to bring the class to the attention of prospective members. However, with advertising costs so high, it is not always possible to plaster the yachting press with full page, glossy photographs of the boats in full flight, neither is it always necessary. Most of the yachting press are only too willing to print race reports, especially if enhanced by a few photographs. Here every member of an association can help, but really this still applies to the few, as always the willing carry the greatest load.

A way in which we can all help is to give just a few minutes of our time. Be aware of that potential new club member, he may also be a possible recruit for your fleet; you never know, even a buyer for that boat you are trying to sell. Take someone for a sail, one poor result in a series race will not hurt, especially if it results in better racing in the future. Above all, Fleet Captains, organise your fleet, from the social side as well as the sailing; you would be amazed at the number of conversions that can be made at the bar, or over the dinner table. Finally, your association committee is not "all knowing," "all powerful" - they need your help. If you have any ideas, tell them, however small, however seemingly unimportant - it does not take long to tell your local representative.

So where does this all lead us - hopefully towards a thriving, expanding fleet, with new blood entering the class to ensure a future, and what we all want, good competitive racing wherever you are in the fleet.

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DOG WATCH



LETTERS

"In the beginning ....."

I started sailing in 1968 when Dad pushed me out in a Mirror Dinghy off the Creeksea Sailing Club ramp, hoping that would be the last he would see of me. Then I spent a season crewing on a Squib and progressed to owning a Scorpion, which I raced in the Club Menagerie Fleet. My last year at school I borrowed a very old school Cadet and raced it in the local fleet. During Burnham Week I crewed on Dad's Sonata and later the "Invader" (soling with 3 trapezes).
In the early 1970's the fleet of Ospreys at Creeksea was growing well and I joined with my first Osprey "Granny" in 1972. My first Nationals were at Mumbles S.C. in 1973 where I finished in the fifties, having been rescued by the R.N.L.I.
I sailed "Granny" continuously until 1978 when I sold her and purchased a brand new 505, sailing the 505 for one season only, when, having met Jan it was sold to finance our first house. Not wishing to give up sailing completely I bought "Light 'n Bitter" No. 167 and spent the summer holidays renovating her for Burnham Week.
Jan and I married in the summer of 1979 and sailed together until the end of last season. During these four years we varnished the hull of "Light 'n Bitter" having removed dozens of coats of paint, bought "Moonlight" at the start of 1981 and sold her during 1983 to buy the "Micro-Nessie." This new venture was short-lived, but fun while it lasted. We enjoyed an exciting week at Cowes at the Micro Nationals and a very rough Burnham Week. My newest acquisition, another Osprey 1203 "Bird of Prey" which is currently receiving a facelift in "Shaws" factory. My new crew for this season, a real heavyweight type - your regular Rugby player.

Bob Shaw.

P.S. I have been promoted to Team Manager (Financial and otherwise), coaching from my new appointment as first mate on a Sonata.

Jan.

I am pleased to advise that the Osprey has been re-adopted as a class at the Ribble Cruising Club, Lytham, Lancashire; when the season starts we will have 8 boats racing - it is fair to say that the 'Ribble Rabble' are back in circulation! Amongst those pleased to hear the news will no doubt be the Filey 'Botty Boys' - for those who cannot remember the origin of the 'Botty Boys,' please refer to the Carnoustie Championship reports - Messrs. Plowright and Gilpin may prefer to forget!
The encouraging fact about the Ospreys at Ribble is that the majority are newcomers to the class and enthusiasm is very high. Ken Carroll and myself have been attending their Open Meetings during the latter part of last season and interest has grown, both Ken and myself are members.
Adam Wray is a successful mirror helmsman and is now looking for a boat for next season; I'm sure that it will not be long before his name appears in the results.
I will be acting as Class Captain for 1984 and I will be pleased to liaise with the committee on any matters arising.
Happy New Year,

Yours sincerely,
Wally Gardiner - 1114

INFO

Portsmouth Yardstick

For those of you who "mix it" with other classes occasionally, it looks as if it will be a little harder to win in the near future. At the time of writing there is a new proposed yardstick for Ospreys of 99. This still has to be ratified by the R.Y.A. If it helps, 505's have also been given a new rating, 96, but Fireballs are still 105.

STOP PRESS: Panic over - the R.Y.A. have confirmed that the Osprey will stay on 100.

Newsletter

Starting in 1984 we are going to try to return to four Newsletters a year, but to enable us to do this your articles will have to be with the Editor on time. To help, here is a list of final submission dates for 1984; anything late will have to be held over to the next issue:

February 10th
June 1st
August 17th
December 14th

Nationals 1984

By now you will all know that Tenby S.C. is the venue for the 1984 Nationals. No local fleet to make up the numbers, so let's see you there. Plenty for the wife and kids to do with miles of golden sands, the centre of the South Wales tourist trade. For the sailors, sheltered launching and a beautiful bay in which to race.
One word of warning - July 22nd to 27th falls at the height of the tourist period and Tenby is very popular - Book your accommodation very early - More information in later issues.

Boats For Hire

Wanted for the 1984 Nationals, fully rigged Ospreys. A number of sailors are coming to England from Lagos for the 1984 Nationals; if possible, they would like to borrow boats to take part; there are even people willing to pay to hire boats!
So, if you have a boat you are willing to loan or hire, please contact the Editor as soon as possible.
Whilst on the subject, if you need a crew for the Nationals, write in and we may be able to find you one.

Sailing Abroad

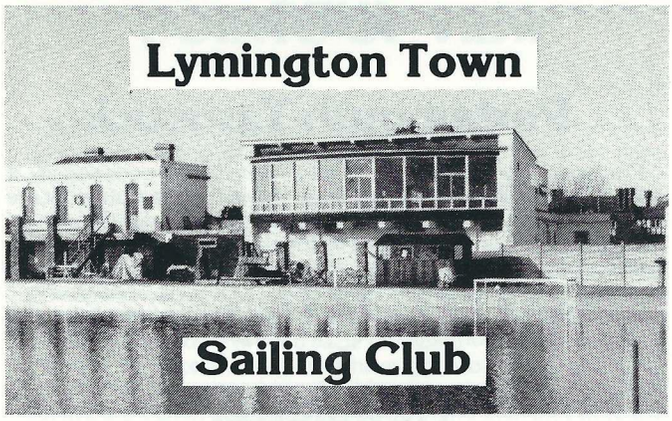
Thinking of taking your Osprey abroad? Well, remember, as of this year you have to register your boat with the Small Ships Register. Forms are available from:

Royal Yachting Association,
Victoria Way, Woking, Surrey, GU21 1EQ.

Cost: £10



Preparing to launch at 1983 Welsh & Midland Champs. at Gorleston - See Club Profiles on centre spread.



Situated between the New Forest and the Solent, Lymington is fast becoming the centre of yachting in the area, with top level racing for all types of sailing craft from Class I to dinghies.
Lymington Town S.C. has an Osprey fleet of 15 boats in the dinghy park, out of which 8 turn out regularly for racing on Sunday mornings and Wednesday evenings. An early Points Series starts on March 20th, to end in April when the Summer Sunday Points Series commences, ending at the end of September. From then until Christmas we hold an Open Handicap Frostbite Series which is well supported by local clubs, attracting 40 entries in 1983. In this the Ospreys performed well gaining a 2nd and a 3rd overall in the fast handicap against hot Fireball competition from Highcliffe S.C.
During the season a few longer races are held starting with the "Hamble Scramble" (approx. 18 miles up and 18 miles back the next day), followed by a race to the Isle of Wight and also an offshore race to Christchurch Ledge Buoy and back. In 1978 the club hosted the Osprey Silver Jubilee, "Round the Island" Race, a distance of over 80 miles. Every year the club hold their "Jack in the Basket" Open Meeting in October which attracts 35-70 boats (see Sailing Calendar - Ed).
Facilities are excellent, a first class sheltered dinghy park, good adjacent slipway, new changing rooms, two bars (one with panoramic views of the Solent) and professional catering. Discos, Dances, Film and Chat Evenings are held throughout the year.
Apart from Ospreys, other dinghy classes sailed are Contenders, Wayfarers, Lasers, slow and general handicap classes, together with cruiser and racing keelboat classes. There is a full time secretary whose office is open from 10 am to 2 pm every day including weekends. Tel. No. Lymington 74514.
Current Osprey Fleet Captain is Dave Burden, 4 Copse Avenue, New Milton, Hants. Tel: New Milton 611272. Osprey 738 "Surfrider."

Peter Stubley

Ed's Note: Don't forget the Easter Regatta at Lymington.

Ospreys at Ogston Sailing Club 1960 - 1984

Sometime previous to 1960 Derbyshire Water Authorities commissioned the construction of an extra drinking water reservoir in the valley between the A61 and Matlock; this came to fruition in the form of Ogston Reservoir.
In 1960 the Club was born with a nucleus of members of which a powerful lobby introduced four classes, Osprey, GP, Enterprise and Menagerie.
The fleets were limited as the Waterboard allowed only 50 boat berths, now it is about 200.
The very first commodore of the club in 1960 was an Osprey man, in fact his name appears on the Osprey Challenge Cup in that year for overall winner with No. 131.
His companions at the time were Jim Picaver, winner in 1961 with 145 "Mistress," the late Dennis Upton with 144 "Sailplane," winner in 1962 together with Frank Shands with 136 "Folly," Doctor Orme with 132 "Anyroadup," and James Oaks with 153 "Cherrypie." There are other names such as Eric Platts, Laurrie Cotton, John Barton, Kennings and Robinson to whom the writer cannot tie specific boats, but their enthusiasm was also powerful.
Other boats were 137 "Gaye" still owned by Doug Walford, 174 "Jumblesail" 299 by Mr. Raynor who won in 1966. 375 which evidently had yellow sails won in 1963 and 1964 with a Mr. Thornton at the helm and daughters on the front. Dennis Upton changed boats about this time and won the cup in 1965 with 357 "Whirlwind" which is still in the possession of Harold Franklin, a campanologist to the Crooked Spire of Chesterfield.
By 1967 the fleet seemed to have picked up a Jim Dunderdale who acquired 174 which then won in both 1967 and 1968. At this time the fleet began to stutter because in 1969 there was no official fleet, although a certain Dennis West bought 323 and sailed same particularly at Hornsea and was awarded the Cup at Ogston in the same year by some superman effort.
After that he seemed to get dispirited and went into single handling. During this time Mike Walters bought 229 "Or Else" and together with Eric Winterton worked up to a standard to take the following years prizes 1970, 1971 and in 1972 with 882 (a much publicised boat in some of our Y & Y advertising blurb from 1973 Mumbles days).
In 1972, yours truly purchased 322 from Filey and sailed at Ogston from then on. During 1973, my records tell me that there were no less than 14 boats on the books of which a regular turnout of ten was commonplace.
These included Doug Walford 137, David Ashton 174, Andy Fields 229, Ian Madeley 322, Harold Franklin 357, Maurice Whiteman 705, Colin Greenhough 748, Mike Webster 855, Noel Miller 857, Bill Oliver 870, Mike Walters 882, Jim Dunderdale 939.
From 1973 to 1977 boats seemed to change very quickly from person to person and the following appeared - 1022, 1090, 1122, 1137, 1158, all purchased new and further introductions with







Pictures taken during 1983 at the Welsh & Midland Championships at Yarmouth & Gorleston.

ROFILE

800 to Graham Flint and 662 to Mike Walters and 938 (Tony Blatchford's winner of 1974) to Dennis West, now renamed "Kindly Light."
Following this formed a lull until 804 "Ogopogo" was brought in by Malcolm Swallow and 824 "Horizon Too" by Mick Wrightson. This was followed in 1983 by 890 "Magic Black Box" to Tony Altman, our newest Osprey member and my own secondary purchase of 905 "Moonlight."
The Osprey Challenge Cup since 1977 has gone to Dennis West with no-one putting up enough challenge to defeat him (Until now that is!)
It is with some regret that the Ospreys have temporarily lost fleet status with only 9 boats on last year's books, but hopefully with an upturn in business generally, perhaps spare cash may again create a better interest in the larger boat and Ospreys will continue at Ogston.
It is unfortunate that the 505 took over as the "In Boat" and today it probably is our largest fleet of some 30 to 40. Also with the advent of the Laser and Sailboard, the two man Osprey seems to have been starved of capable crews. It is, however, true that Ogston was really built on the Osprey and Ian Proctor's design and win around the Island did much to create the enthusiasm developed far inshore from its original concept.
Next year will see our 25 anniversary year and no doubt yours truly plus the fleet will ensure that Ospreys will be up and running.

Ian M. Madeley.

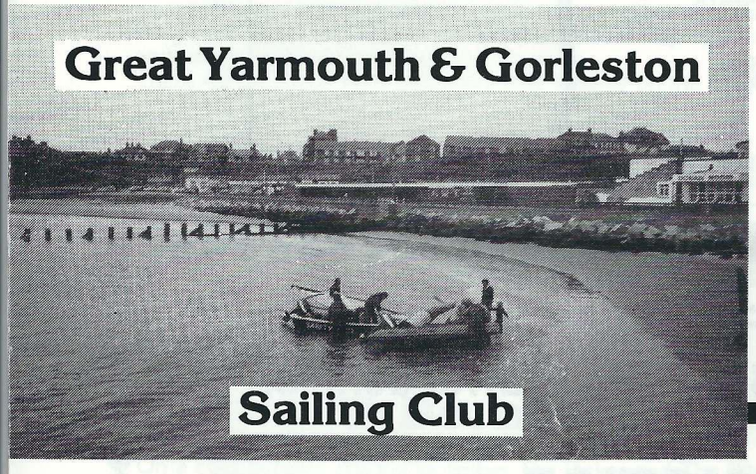
Sussex Motor Yacht Club

The instruction came through from the new Editor to base the contribution for his first newsletter on a profile of the club. Those of you that attended last year's Championships will already be pretty familiar with S.M.Y.C. and be able to testify to the warm, temperate climate on the south coat (well, some of the time!) Sussex Motor Yacht Club is an old established members' club based in Brighton. The sailing division has been built up over 35 years and now occupies an ideal position on Shoreham Beach. Further up the river is Sussex Yacht Club to which we are associated, but this is mainly now for cruisers and "Bar Sailors." S.M.Y.C. has a tradition of producing helms of National and International standing (Alan Warren, Laurie Smart, Barry Dunning) and although we have yet to produce an Osprey National Champion, the club has been consistently prominent in the top ten of the fleet.
Ospreys have been sailed at Sussex for over twenty years. At the end of last season the fleet in the dinghy park numbered about twenty, but rather too many of these have been suffering from an advanced condition of "Dinghy Park Rooting" and the active fleet is about half of this number. However, we continue to hack away at the undergrowth and are certainly holding our own against the other classes sailed at the club. Newest boat is Colin Popple's No. 1207 which was going very fast last season and will still be the boat to watch even with the extra bits of wood on!
Frank Powell, our Fleet Captain and Class Association Representative continues to fly the flag for innovation. Frank's Motto : "Why use one piece of rope when you can easily find a way of using six!" Seriously though, he is at least giving considerable thought to the Osprey and what should be done to ensure that it does keep pace with the requirements of a modern racing dinghy.
S.M.Y.C. occupies an ideal position on Soldier's Point at the mouth of the River Adur. Launching is by slipway into the shelter of the harbour and it is then just a 400 yd sail out to the open sea. The club has a grassed dinghy park and sheltered bathing for the family - as well as lulling visitors into a false sense of security as to what the elements hold in store! If the weather is bad, racing can always be held in the River - very good for sharpening up the reactions!
We hope to see as many as possible at our Open Meeting and there will be a very warm welcome for any boats thinking of migrating south.

R.S. Lilley

Ed's Note: Change of date for Shoreham Open since last newsletter. Check the Calendar for new date.

Great Yarmouth & Gorleston



Sailing Club

In the late 1940's five Great Yarmouth Town Hall employees, having just returned from the war, decided to form a sailing club. With a lot of enthusiasm but with very little money, it proved impossible to form a base at Yarmouth or Gorleston seafronts, so led by Phillip Liversidge, a site some five miles inland at Burgh Castle was found. This utilised quay headings fronting the River Waveney, formerly used by a local brickworks but handy for sailing on Breydon Water, a six mile stretch of water behind Yarmouth.
Boats, at first, were a mixture of pre-war dinghies, but one Firefly quickly followed which formed the first one design class increasing in number to nine. At this time Enterprises, local "D" Craft boats and Solo's joined in sufficient numbers to form fleets; meanwhile, a number of other boats joined and raced in "all comers" races, the first Osprey being "Pandion" No. 28, a boat which is still in the club but no longer raced. Access had always been difficult but it now forced the club to find a new base.
Every year the club held a Beach Regatta at Gorleston, much enjoyed by most members, and so the club then split with the dinghy sailors negotiating a dinghy park at the base of the South Pier of the harbour entrance in Gorleston, adjacent to the beach. The cruising members remained at Burgh Castle on Breydon Water.
The move to Gorleston Beach drew a fleet of Merlins from other Broads Clubs and the Solo Fleet was replaced by Lasers, whilst larger boats in the club were changed to provide an Osprey fleet and 505 fleet.
A Grant, increased membership and kindly landlords, the Port & Haven Commissioners, combined to enable the club to provide a new clubhouse overlooking the racing course and sheltered launching beach, adjacent to a wide promenade ideal for the rigging and sorting out of dinghies.

The club now has a large Osprey fleet, racing two class races each Sunday through the summer season, together with "all comers" races on Sunday and Thursday evenings. Other club fleets at present are Merlins, Lasers and 505's.
Open events are held each year for each class and National Championships have been held for Merlin, 420 and Enterprises, with area championships for Ospreys and 505's, all taking advantage of one of the best venues in this part of the country, with easy launching at all states of the tide, safeguarded by two Doreys and a Searider Rescue Fleet.

Ed's Note: See Calendar for Open Meeting date.

Gorleston Boats

No.	Name	Mk	Comp.	Owners
1167	'Dodger'	III	Wood	Norman Willgress/Mark Duffield.
1031	'Shadowfax'	III	Wood	Roger Blake/John Stembrowicz
1019	'Boat of Garten'	III	Glass	Peter Savage
920	'Bungo Womble'	II	Glass	John Pearce
869	'Windy Anna'	II	Wood	(Boat for sale - Not sure if sold).
866	'Aqualung'	II	Wood	(Sold recently - probably will be sailed at our Club)
833	'Lucky Star'	II	Comp.	Peter Dyson
807	'Mr Bojangles'	II	Wood	Neal Duffield
712	'Gwaihir'	II	Wood	Peter Hilton
?	(Name change in progress)	II	Glass	Malcolm Duffield

OGSTON SAILING CLUB

Osprey Open Meeting 14th/15th April, 1984

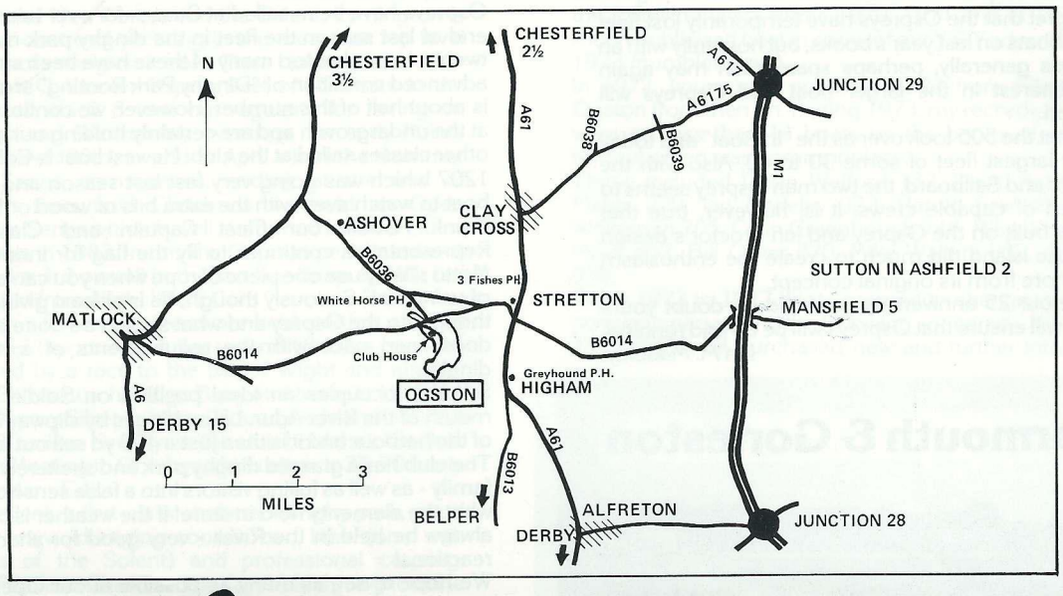
This is a four race series to be sailed as Ogston Osprey Open 1984. Prizes will be awarded for the first 20% of turnout.

1330 hours	Saturday, 14th April, 1984.
1630 hours	Saturday, 14th April, 1984.
1030 hours	Sunday, 15th April, 1984.
1330 hours	Sunday, 15th April, 1984.

Registration and signing on in the Club House 1030 hours - 12 noon which may be followed by a briefing at 1230 hours on the foreshore.
Scoring will be by the R.Y.A. Low Points System.
Camping is available close to the Club site.
Overnight sleeping in the Club House will also be possible.

Evening Meal will be served at 1900 hours.
Breakfast will be served at 0800-0900 hours.
There will be evening entertainment in the form of a Disco.
Tickets covering Dinner/Disco/Breakfast are available on arrival.
Dinner & Disco £2.50, Breakfast £1.50. All Osprey Sailors will be welcome.
Decontamination is necessary before any visiting boat is launched. Please leave 30 minutes extra to carry out this procedure. Members of the club will be on hand to assist this operation.

Loose Entry Form with Magazine



BLITHFIELD SAILING CLUB

BLITHFIELD SAILING CLUB
Abbots Bromley, Staffordshire.

ADVANCE NOTICE
Wilkinson Sword Event

WELSH & MIDLAND OSPREY CHAMPIONSHIPS

13th/14th October, 1984

Information from:
DAVE NORRIS
162 Amblecote Road,
Brierley Hill, West Midlands.
Tel: Brierley Hill 71633

4 Races
3 to Count

1st Race
1 p.m. Saturday

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ASSOCIATION INFORMATION

EARLS COURT 1984

As Jayne works for the London Yacht Centre, one of the benefits is that I get to go to the Boat Show. Unfortunately your Editor got to hear of this so here are my impressions.
More ideas for dinghies than before but still too many motor boats. Isn't it amazing who you see there that either sails or has sailed an Osprey - Tony Blatchford, Ken Robertson, David Pitman (Yes, he's been seen a lot in Gordon's "Think Tank") - to name but a few. Neil and Clare, who used to have "Boat," are feeling a little homesick and are looking at Ospreys again. Gordon Kingston (The Moron) was seen with a very large smile and an even larger photograph of him and Pitman smashing all the other Ospreys out of sight at the Burnham Icicle. Dave Charles, of Mumbles fame, was seen wandering around. Oscar Chess was seen pricing the outboard motors - something must be worrying him - Bloody Mary!?
After this, faces started to dissolve into a haze as some guy in spats insisted I taste some wine. Moral: Don't go to the Boat Show in a suit, people think you've got money to spend.
P.S. Best idea of the Show: Beefeater Gin had a stand next to Guinness.

Nicky Willis.

Secretary's Report

This newsletter will be out at the Crystal Palace Dinghy Exhibition, arriving on the stand via the Blithfield coach once again, so if you want to be one of the first with the news, come and see us on our stand, and maybe come and talk to a prospective Osprey sailor and persuade him to buy one.
There will be a new Porter Brothers GRP Osprey on the Stand, which must be worth seeing, as well as 'Le Chien Noir,' that beautifully converted Mk III wooden boat belonging to the new editor of this highly respected journal.
I regret to announce that after just two years I will not be standing for re-election as Secretary in July. The job of Secretary is very time-consuming and I feel I need a break for a while. This is a job you never finish - there's always something to do. I have very much enjoyed my time as Secretary - It is fun meeting people, and getting in behind the scenes on Committee Meetings, etc. Having seen just how much hard work is done by everyone on the Committee, I shall certainly never take them for granted again. So, if anyone has any ideas regarding a successor for myself as Secretary, please let either Trevor Brown or myself know.
So far this year we have 29 full members, 15 club and 7 support; quite a healthy total of 51 for this early in the year.
Recently I had a visit from Andrew Johnson-Marshall from Lagos YC, Nigeria, who has joined 12 of his members as Club members, and bought about £50.00 worth of 'goodies' to take back. He showed an interest in a few of them coming over as a group for the Nationals, but obviously they would need to borrow or hire boats. Nothing definite is planned yet, but if you have a boat you would be willing to hire out or lend for the Nationals, please let me know, and if anything does come of it, I will put them in touch with you.
The boats for sale list which I had been sending out was very out of date so I am starting a completely new list with only boats which I know for sure to be for sale listed. If you are selling a boat, or buying one, please contact me and I may be able to help you. If you do put a boat on the list, don't forget to let me know when it is sold.
I hope to see you all at Crystal Palace. Please come up and say hello.

Jayne.

RACE RESULTS

HAYLING CRACKER 18th December

On a cold blustery day in December The Picker and The Biter descended on an unsuspecting Hayling Island Sailing Club for the first major winter event. From a line start Richard and Nick were second to the windward mark behind Pat Blake in a FD, and was sitting pretty for a good result until his spinnaker pole eye gave out. By the time repairs had been made Oscar and Peter Frith had made up for a cruddy start, and read their horoscopes on the next beat. The fleet was rapidly dwindling with many boats disappearing in clouds of spray. Chess and Frith (a Flying Dutchman expatriot) eventually scraped home third on handicap, Marshall and Willis finishing seventh.
Results:

1st	Fireball
2nd	Fireball
3rd	Easy Picker
4th	F.D.
5th	Fireball
6th	505
7th	Another One Bites The Dust

Oscar

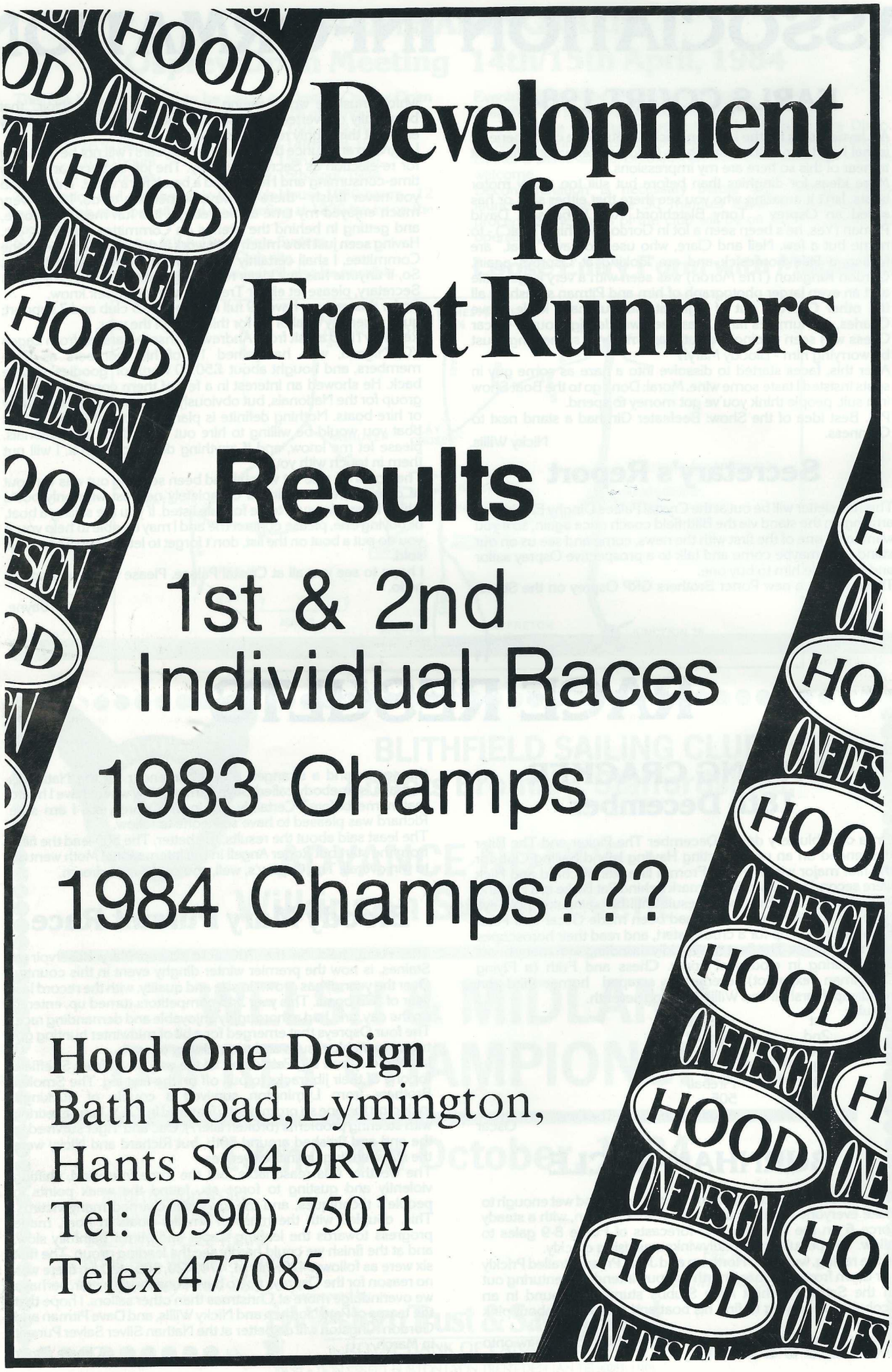
BURNHAM ICICLE

This year's Icicle lived up to its reputation, cold and wet enough to make everyone forget all about the festive season, with a steady Force 6 on the Saturday and forecasts of Force 8-9 gales to follow. The popularity of tiddlywinks was rising quickly.
Of the racing, well, Pete Northern and John Prosser trailed Prickly Pair down from the frozen north (no pun intended) venturing out on the Saturday whilst Mike Stubbs stumbled around in an alcoholic haze trying to find his boat and mumbling about pink elephants.
Sunday morning brought Richard Marshall and Bob Shaw onto the scene, and a stranger, a new contender for the Nationals perhaps, somebody called Dave Pitman. Now where have I heard that name before? Certainly not in an Osprey, still I am sure Richard was pleased to have someone to follow.
The least said about the results, the better. The 505 lead the field from the start but Roger Angell in the International Moth went on to win overall. The Osprey's, well, you can always dream.

Bloody Mary Pursuit Race

This event, held on the 700 acre Queen Mary Reservoir at Staines, is now the premier winter dinghy event in this country. Over the years it has grown in size and quality, with the record last year of 373 boats. This year 345 competitors turned up, entered on the day, and had a thoroughly enjoyable and demanding race. The four Ospreys that emerged for a bit of midwinter hunting got two reasonable results and two unlucky ones.
Ian Madeley and Big Pete came all the way down from Sheffield for one of their jib tracks to pull off on the first leg. The Smoker Brothers from Lymington survived a couple of duckings, including the one so prominently featured in Y & Y, before retiring with steering problems (broken tiller?). Osc and Tiger survived to the end and finished around 50th, but Richard and Nicky were the stars, ending up in the twenties.
The weather was reasonable, but the force four wind, shifting violently and gusting to force six, found the weak points in people's techniques, and the icy water claimed many victims. This, coupled with the mass of smaller boats in front, made progress towards the leading Cadet and Mirror painfully slow, and at the finish we could hardly see the leading group. The first six were as follows: 420, Int. 14, 470, 420, 505, 420, so there was no reason for the Ospreys not to have done much better, perhaps we overindulge more at Christmas than other sailors. I hope that the teams of Pete Northen and Nicky Willis, and Dave Pitman and Gordon Kingston will do better at the Nathan Silver Salver Pursuit in March.

Cheers, Tiger.



Development for Front Runners

Results

1st & 2nd Individual Races

1983 Champs

1984 Champs???

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Telex 477085

NATIONAL OSPREY ASSOCIATION 1984

Clubs & Contacts

Southern Area

Lymington Town SC
Dave Burden
4 Copse Avenue,
New Milton, Hants.
Tel: New Milton 611242

Mengeham Rythe SC
Peter Tart
31A St Andrews Road,
Hayling Island.
Tel: 07016 5002

Mounts Bay SC
Malcolm Woolcock
Bryher
Turnpike Hill,
Marazion, Cornwall.
Tel: 0736 711083

North Devon YC
Geoff Dean
8 Yeo Drive,
Appledore, N. Devon.
Tel: 02372 6934

Poole YC
Phil Angrave
Chalet Gardens,
7 New Road, Bear Cross,
Bournemouth, Dorset.
Tel: 0202 576337

Portishead YSC
Robin George
28 Waterside Park,
Westcliffe Bay,
Portishead, Bristol.
Tel: 0272 843849

Royal Western YC
Andrew Holland
46 Thonhill Way,
Mannamead, Plymouth, Devon.
Tel: 0752 20529

Sheppey YC
Roger Taylor
Linden Cottages,
Boarley Lane, Sandling,
Maidstone, Kent.
Tel: 0622 64007

Sussex Motor YC
Frank Powell
60 Old Shoreham Road,
Hove, Sussex.
Tel: 0273 720708

Welsh & Midland Area

B.S.C. SC
Pam Gough
Greenfields, Mawldam,
Nr Bridgend, Mid. Glam.
Tel: 0656 741477

Creeksea SC
Robert Shaw
69 Back Road,
Writtle, Essex.
Tel: 0245 420889

Gt Yarmouth & Gorleston
Mark Duffield
17 Hall Quay,
Gt. Yarmouth.
Tel: 0493 4891

Mumbles YC
Alan Bevan
348 Mumbles Road,
Norton, Swansea.
Tel: Swansea 405708

River Towey SC
Tony Powell
Bwthryn-y-Coed,
Ferryside, Dyfed.
Tel: 026785 354

Rutland SC
Lionel Matthews
7 Home Close, Dingley,
Market Harborough, Leics.
Tel: 085885 306

Saundersfoot SC
Tony Phillips
Brynderi, High Street,
Saundersfoot, Dyfed.
Tel: 0834 812845

Stewartby Water SC
Glen Adcock,
23 Hyholmes, Bretton,
Peterborough.
Tel: 0733 269236

Scottish & Northern Area

Blithfield
Dave Norris
162 Amblecote Road,
Brierley Hill, West Midlands.
Tel: Brierley Hill 71633

Filey & Ribble
Ken Carroll
Bull Hotel, 17 Lines Street,
Morecambe, Lancs.
Tel: 0524 418200

Hornsea
Norman Broxham
Broadlands
Ashcourt Drive,
Hornsea, Nth Humberside.
Tel: 04012 3589

Ogston
Ian Madeley
283 Abbeydale Road South,
Dore, Sheffield.
Tel: 0742 366873

Roa Island Boating Club
Paul Roberts
28 Cheltenham Street,
Barrow in Furness,
Cumbria.
Tel: 0229 54554

Royal Tay YC
Ian Steven
10 Maitland Street,
Tayport,
Fife.
Tel: 0382 553302

Royal Yorks YC
Mike Mooney
654 Anlaby Road,
Hull, Nth Humberside.
Tel: 0482 52068

St Andrews SC
John Walters
Lyndhurst,
St Andrews Road, Upper Largo,
Nr. Leven, Fife.
Tel: 03336 393

South Gare Marine Club
Jon Denley
139 Broadway East,
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Tees SC
John Hood
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Overseas Clubs on Page 12

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Tel: 0481 56921

Holland
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Ghyseland 164,
Rhoon, Holland.

Lagos YC, Nigeria.
Andrew Johnson-Marshall
c/o Associated Architects
Church House, 29 Marine,
PO Box 2242, Lagos, Nigeria.

Mombassa YC, Kenya
Barry Mitchell
PO Box 84105
Mombassa, Kenya.

Tanta YC, Tanzania,
G R Blakeway
PO Box 117,
Tangan, Tanzania.

Canada
The Canadian Osprey Assoc.
Dick Clift,
1758 127 Street,
White Rock,
British Columbia, Canada.

The Osprey Committee

Chairman: Trevor Brown, 6 Greenhayes, Broadstone, Dorset. Tel: 0202 699876

Secretary: Jayne Willis, 5 St. Hilda's Close, College Gardens, Wandsworth, London SW17 7UL. Tel: 01 767 0917

Treasurer: Graham Mant, Japonica Cottage, Blacksmiths Lane, Charlton on Otmoor, Oxon. Tel: 086733 515

RYA Centreboard Committee Rep: Nick Willis, 5 St. Hilda's Close, College Gardens, Wandsworth, London SW17 7UL. Tel: 01 767 0917

Publicity Officer: Mike Jakeways, The Hollies, South Road, Oundle, Peterborough. Tel: Oundle 73168

Newsletter Editor: Dave Norris, 162 Amblecote Road, Brierley Hill, W. Midlands. Tel: Brierley Hill 71633

Blithfield: Marg Norris, 162 Amblecote Road, Brierley Hill, W. Midlands. Tel: Brierley Hill 71633

Creeksea: Robert Shaw, 69 Back Road, Writtle, Essex. Tel: Chelmsford 420889

Filey & Ribble: Ken Carroll, Bull Hotel, Lines Street, Morecambe, Lancs.

Gt. Yarmouth & Gorleston: John Stembrowicz, 77 Angela Road, Horsford, Norwich, Norfolk. Tel: Norwich 897839

Hornsea: Ray Brooks, 7 Sawley Close, Hornsea, E. Yorks. Tel: 04012 2270

Lymington: Pete Stubley, 12 Studland Drive, Milford on Sea, Lymington, Hants. Tel: Milford on Sea 2647

Mengeham Rythe: Oscar Chess, 23 Hillmead Gardens, Bedhampton, Hants. Tel: 482599

Ogston: Ian Madeley, Brookside, 283 Abbeydale Road, South Dore, Sheffield S17 3LB. Tel: Sheffield 366873

Poole: Phil Angrave, 7 New Road, Northbourne, Bournemouth, Dorset. Tel: Bournemouth 576337

Stewartby: Roger Mant, 121 Cotton End Road, Wilstead, Beds. Tel: 0234 741382

Sussex: Frank Powell, 60 Old Shoreham Road, Hove, Brighton, Sussex. Tel: Brighton 720708

BOATS FOR SALE

1165 'Movie Star' Wood Mk III. All varnished, excellent condition. Hood Sails, Proctor spars. Price £1800. M. Corbin Tel: (Wk) 0425 616141.

Unregistered wood Mk 3 ready to fit out. Sister boat to 1165 and 1169. Contact Duncan Macrae, 23 Rookcliffe Way, Milford on Sea, Lymington, Hants.

1175 Creasy wood Mk III. Proctor spars, 2 genoas, trailer, trolley, cover, etc. £1290. Tel: Poole 671069.

1138 'Tickled Pink.' GRP Mk III. Trolley, trailer. Offers. Tel: 059069 2647.

1139 'Sea Fever' Westerly GRP. Hood sails. Pronto Combi trailer. Excellent condition. £1050 ono. Tel: 0590 72130.

1188 GRP Mk III. Musto sails, GRP sheathed foils, trailer, trolley. £1375. Tel: Wheathampstead 0902 335211.

Osprey in immaculate condition complete with many extras and cover. Must sell hence bargain price of £595 only. Tel: 059069 5082 (eves). Wood Mk II.

1073 Composite, Spinnaker, combi trailer, cover, all very good condition. £750. Tel: Kidsgrove 75705.

Osprey GRP. 2 Suits sails, combi trailer, Harken blocks, all very good condition. £550. Tel: Bristol 425605.

1146 'One Jump Ahead' Mk III. Tel: 0532 893045. Contact Richard Plowright.

481 Westerly, wood, good condition. Proctor spars, 9 sails, trolley, cover. £345. Tel: 0458 210878.

1153 GRP Mk III 'Hogus Pocus' 2 suits sails, 1 spinnaker, all go faster bits. £1250. Offers. Sandon 285.

1077 GRP Mk III 'Tri Ardour' 2 suits sails, 1 spinnaker, all the goodies. £695. No offers. Tel: 021 354 6974.

Please inform the Secretary, Jayne Willis, 01 767 0917, of any errors in this list.

All enquiries, correspondence, etc., except Newsletter contributions to:-

JAYNE WILLIS. 01 767 0917
5 St. Hilda's Close, College Gardens,
Wandsworth, LONDON, SW17 7UL.

CALENDAR 1984

Mar. 24	Nathan Pursuit (Invitation)
Apr. 15/16	OGSTON OPEN MEETING
Apr. 21/22/23	Lymington Easter Regatta R.L.Y.C.
Apr. 28/29	
May 5/6	
May 12/13	Hamble Scramble
May 19/20	
May 26/27	GORLESTON OPEN MEETING
June 2/3	**HORNSEA SCOTTISH & NORTHERN CHAMPS ***
June 9/10	
June 16/17	Morecambe Bay Sailing Association Regatta, Lytham.
June 23/24	
June 30/1 July	SHOREHAM OPEN MEETING
July 7/8	MUMBLES OPEN *
July 14/15	Poole Regatta. FILEY OPEN, CHALMERS PARK.
July 21/22	
July 22-27	**NATIONALS, TENBY S.C.**
Aug. 4/5	
Aug. 5	Sheppey Challenge, Osprey v 505
Aug. 11/12	
Aug. 18/19	
Aug. 25/26/27	BURNHAM OPEN * (And Week until Sept. 1st) Saundersfoot Regatta/Round the Island Race.
Sept. 1/2	
Sept. 2	Sheppey Round the Island Race
Sept. 8/9	RIBBLE CRUISING CLUB OPEN MEETING *
Sept. 15/16	MOUNTS BAY OPEN MEETING, PANMORA CUP
Sept. 22/23	
Sept. 29/30	Lytham Regatta
Oct. 6/7	**LYMINGTON JACK IN THE BASKET SOUTHERN CHAMPS ***
Oct. 13/14	**BLITHFIELD WELSH AND MIDLAND CHAMPS ***
Oct. 20/21	STEWARTBY OPEN

* Wilkinson Sword Meetings

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