sprey





NEWSLETTER

JANUARY 90

NATIONAL OSPREY ASSOCIATION

Chairman:	Huw Pearce 23 Addiscombe Road, Crowthorne, Berkshire, RG11 7JX. Tel: 0344 771047
Secretary:	Nick Jones 2 Tyne Close, Flitwick, Bedford, MK45 1DG. Tel: 0525 715055
Editor:	Lisa Chess 15 Bryn Terrace, Mumbles, West Glamorgan. Tel: 0792 367837
Treasurer:	Graham Mant Japonica Cottage, Blacksmiths Lane, Charlton-on-Otmoor, Oxfordshire. Tel: 086733 515
Membership Secretary:	Phil Holt 59 Fitzpain Road, West Parley, Wimborne, Dorset. Tel: 0202 871803
RYA Representative:	Andy Harrop 2 Courtenay Close, Northport, Wareham, Dorset. Tel: 09295 54648
Publicity Representative:	Mike Jakeways The Hollies, South Road, Oundle, Peterborough. Tel: 0823 73168

CLUBS AND CONTACTS

▷ SOUTHERN AREA

Hayling Island:
Nick Willis, 1 Sundale Cottage, Longmoor Road, Greatham, Hants.
Tel: 04207 319

Lymington Town:
Nigel Wallbank, 1 Southern Road, Lymington, Hants.
Tel: 0590 77166

Mounts Bay:
John Mathews, Chyryn, 3 St. Pirans Way, Perranuthnoe, Penzance, Cornwall.

Poole Yacht Club:
Alan Laing, 12 Sheppards Field, Wimbourne, Dorset.
Tel: 0202 841427

Sheppey Yacht Club:
Lee Allen, 172 Invicta Road, Sheerness, Isle of Sheppey, Kent.
Tel: 0795 664507

Shoreham Sailing Club:
Robin Tooz-Hobson, 14A Warwick Gardens, Worthing, Sussex.
Tel: 0903 37325

▷ WELSH & MIDLAND AREA

British Steel:
Iain Williams, 98 Heol Las, North Cornelly, Mid Glamorgan.
Tel: 0656 740565

Creeksea SC:
Ken King, 4 Winterdale Cottages, Summerhill, Althorne, Essex, CM3 6BX.
Tel: 0621 742511

Humber Mouth YC:
Gerry Chappell, 1 Stanland Way, Humberstow, S. Humberside.
Tel: 0472 816484

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

Stewartby Water SC:
Roger Mant, 121 Cotton End Road, Wilstead, Bedford.
Tel: 0234 741382

▷ SCOTTISH & NORTHERN AREA

Blithfield SC:
Gareth Caldwell, 5 Ladyhill Terrace, Slitting Mill, Rugeley, Staffs.

Filey, Ribble & Hornsea:
John Lang, 15 Rydall Avenue, Garforth, Leeds, W. Yorks.
Tel: 0532 864048

Kielder Water:
Roger Edwardson, 367 Stamfordham Road, Westerhope, Newcastle on Tyne.
Tel: 09128 62272

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

COVER: At the Nationals, Pwllheli 1989 -
Top: J. Shenton and T. Kift; Below: Alan & John Cooper.

COPY DATE for NEXT ISSUE:
1st FEBRUARY, 1990

A nominal charge will be made to all non-members who advertise privately in the Osprey Newsletter.

LISA'S LEADER

The winter months are fast upon us, beloved and not so beloved Ospreys have been put away after survivng the autumn storms. A time now for house decorating and getting away for a quick read whenever you can. I've included some articles to get the more enthusiastic thinking and plenty of Nationals memories of the long hot summer. Let's hope Tenby in 1990 is just the same, 'cos I've just bought a new car!

The Dinghy Exhibition is the next diary date, 3-4 March at Crystal Palace. The Osprey stand will be in its usual spot along the wall. It's always good for catching up on the gossip, and if you haven't been before, you'll find something to suit most tastes. The Osprey is an excellent boat for young people to cut their racing teeth in, and it would be nice to see more young crews encouraged to join the Osprey class, to become the next generation of class pre-runners. Any ideas - letters welcome.

Following that, the season kicks off with the B.S.C. Open (plug), planned early to avoid the summer weed. The Inland Championships were a great success last year, especially for us pond sailors who can't/don't understand why at Nationals when we start off pointing at the buoy we always seem to miss. Graham Mant has offered to approach Oxford as this year's venue, with the possibility of Bala as back-up, let's hope we can get it off the ground again.

Don't forget the copy date for the issue, writing about Ospreys is far more interesting than East Enders. Let's have some really juicy gossip, as long as it's not Sonia Sutcliffe stuff - the association finances are in a bad enough state as they are! Happy Reading.

Lisa

CHAIRMAN'S COLUMN

Is the Osprey an endangered species?

Why the question? Well, the past year has not been a great one for our Class Association, with several issues raising their heads. Below I've outlined some areas of concern.

1. Numbers v Costs

The turnouts for the Open meetings, Area Championships and the Nationals were down this year.

Also the number of members of the Association has dropped to the critical level where the income from fees is insufficient to cover the cost of running the Association, despite membership rates being in-creased at the AGM.

Do you want the Association to die?

The major costs, which your fees are spent on are:

- the Newsletter
- advertising
- secretarial expenses

2. Is your Measurement Certificate valid?

All Osprey owners are reminded that for their Measurement Certificate to be valid, certain con-ditions have to be met. These are written down in the Measurement Rules. Do you know what they are?

A particular basic one I'd like to draw to your notice is "provided the Measurement Certificate carries a current endorsement as to the owner's membership of the National Osprey Class Association". At a recent Open meeting, the Race Committee disqualified some entrants for not meeting this requirement.

Is your Measurement Certificate valid?

3. Checking on Membership

The Committee and race organisers have been a bit lax this year on enforcing Measurement Certificate/ Membership checks. We would like to make this easier to do, by EVERYONE. At this year's AGM it was agreed that, in addition to the Measurement Certificate showing that an owner is a current member of the Association, the boat, from March 1990, shall carry some form of sticker indicating the same.

Finally, what do I want you to do?

- make sure your Measurement Certificate is up-to-date and valid
- pay your fees promptly - a reminder is enclosed with this Newsletter. They are payable on 1st Jan, 1990.
- why not try attending Open meetings yourself
- encourage others to do the same
- help police membership and encourage non-members to join up
- use the Newsletter, as well as committee members, to voice your thoughts on both good and bad matters concerning the Association.

If you want to keep receiving such a good Newsletter and want the Association to keep running - **DO SOMETHING.**

Huw Pearce

SECRETARY'S REPORT

Well another season draws to a close and many of us think of the might-have-beens. I for my part can say that I have enjoyed meeting many of you on the Open Meeting circuit, but it would be better to see even more of you. What happened to the days when we had 25 boats at an Open? This year all the Area Championships were badly attended, averaging ONLY 12-14 boats. For our class to grow we, as a fleet, need to take every opportunity to show just how good our fleet is. While we are on the subject of open meetings, I have only received a few dates for 1990 (see back page - Ed) and it would be a shame if we get clashes as we did this year. If possible please give alternative dates, although we realise that tides can be limiting.

With the end of the season now upon us, it would be appreciated that you could respond to the membership reminder enclosed with this newsletter. It makes life a lot easier to get the membership jobs out of the way before we start sailing again. I'd rather be sailing than wading through membership forms!

The Inland Nationals appear to have been a worthwhile new event, although attendance was again poor. There is obviously sufficient interest to make a repeat of this event worthwhile, and so your committee are investigating possible 1990 venues - how about Kielder Water in 1991, who gave us an excellent Scottish & Northern Championships?

The Dinghy Exhibition at Crystal Palace will be upon us before too long. Do you have ideas that could make our stand more impressive and therefore attract more interest from the sailing public? If you do, please contact either myself or your Committee Member and we'll see what can be done. Remember, this is the occasion when the Ospreys are compared

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with our 'rival' Classes, such as the 505's (sorry for the bad language). One area in which you could help is to loan any Osprey action photos as these always attract a good crowd. See you there!

Anyway, enough of boats and sailing, the time of festivity is now approaching, so have a well tuned Christmas and a buoyant New Year.

Nick & Hilary Jones

WILKINSON SWORD TRAVELLERS TROPHY

Although the Open circuit has been disappointingly attended through this season, it is pleasing that 7 boats qualified for the trophies, and in all 75 boats attended Open meeting events.

The wind conditions varied from "Blowing Old Boots" to "Drifters" so the overall winners need to be congratulated on demonstrating their skill under all conditions of wind and tide.

When the committee changed to this form of qualification, we had hoped to increase the number of qualifiers, and this seems to have been achieved. However, a large amount of you are still staying at home and hopefully this will change next year. I feel our class has a lot to offer and we need to be seen around the country to show how good our boat really is.

The two trophy winners were as follows:

WILKINSON SWORD	Vanny Page & Nick Willis
FORSYTH LANG	Steve Sharp & Ian Moss

OVERALL RESULTS:

Helm	Number of Events	Position
V. Page	9	1
O. Chess	6	2
J. Lang	9	3
D. Chalkley	7	4
R. Bowers	6	5
S. Sharp	6	6
N. Jones	10	7

The compilation of these results is very time consuming and could be made much easier if the results of meetings were forwarded promptly to the secretary. Please try next year to make our job just a little easier by letting us have the results soon after your event.

1990 Wilkinson Sword and Forsyth Lang Novice Travellers Trophies

Qualifying Events

Open Meetings : All.

Area Championships:	Southerns, Poole, 12-13 May Scottish & Northerns, Humbermouth, 2-3 June. Welsh & Midlands, Mumbles, 16-17 June.
Special Events:	*Bloody Mary, 6 January. Bala Long Distance, 30 June. Royal Sovereign, Eastbourne, 1st July. Lord Birkett, Ullswater, 30 June/ 1 July. *Stokes Bay Pursuit.

* New special events.

Scoring:

The scoring system will be as previous years, (RYA Appendix E, Section 2), using the best 4 overall results from the events above, EXCEPT

a. one result from the special events must be included in these four
b. an own club result **will not** count towards travellers trophies.

Note: An area championship result does not have to be counted this year.

The results for the Special Events will be the position within the competing Osprey fleet, i.e. 2 or more Ospreys.

Forsyth Lang Trophy Conditions of Entry

The following shall apply from April 1st in year of competition:

i) Helmsmen shall not have been placed in the top 10 overall in a National, European or World Championship(s) in any class or won a race in such championships.
ii) Helmsmen shall not have been placed in the top 5 overall in any Area Championship in any class or won a race in any such championships.
iii) Helmsmen shall not have won an Osprey Meeting in any class.

Measurement Rule Changes

1. Part A - Administration Rules

Add 1 d) an official label indicating the owner's current membership of the Osprey Class Association shall be fixed to the aft face of the transom.

2. Modify rules 5A 3.2 and 5B 3.2 by adding

"this rule may be modified by rule 5A 3.7 or 5B 3.7."

3. Modify rules 5A 3.7 and 5B 3.7 by changing 15 sq.mm to 150 sq.mm (technical committee are looking into the modification of strut rules in these sections).

4. The committee discussed the wearing of weight jackets, and how to prevent their use. A lowering of the clothing weight limit may be possible - Nick Willis volunteered to immerse himself at the next Nationals to give some weight data. The current clothing weight limit is 15 kg.

Publicity and Local Contacts

At the last Committee meeting it was agreed a priority for the class is to make contact with everyone who sails the Osprey but isn't a member of the association. Even if we were financially secure, we need a larger membership if we are to encourage people to attend Open Meetings and the Nationals, and to give the kind of service to members which will encourage new people into the class.

Huw is writing to all the clubs where we know Ospreys are sailed to remind them that measurement certificates are not valid without current Association membership.

In addition, we agreed to specify a role for the Area Representatives to try to make sure that local contact is done efficiently. In some areas this already happens, but it seems logical to be clear about what the best practice is, and what the class expects of its representatives.

As this can be seen as a publicity matter, I am co-ordinating the establishment of the scheme. I've written to all the Area Reps, and they have an important job to do, and it must be done at once so that the Association can make proper preparations for the new season.

We have to trace all the Osprey owners we can, and bring them into the fold. Your Area Rep. will be doing this himself in his own club, but since some of them have to cover a very large area, you may be approached to look through your local dinghy-park or club membership list. Please treat it as a matter of urgency, and take every chance you get to talk to people you know, or to send names, addresses and boat numbers to your Area Rep. or to Nick Jones. Even if someone says they don't want to join, let the Association know who and where they are.

The Reps have been provided with lists of members in their areas, and names of the relevant fleet captains. Each area organisation is expected to do the following jobs, and to report regularly in the Newsletter on progress:

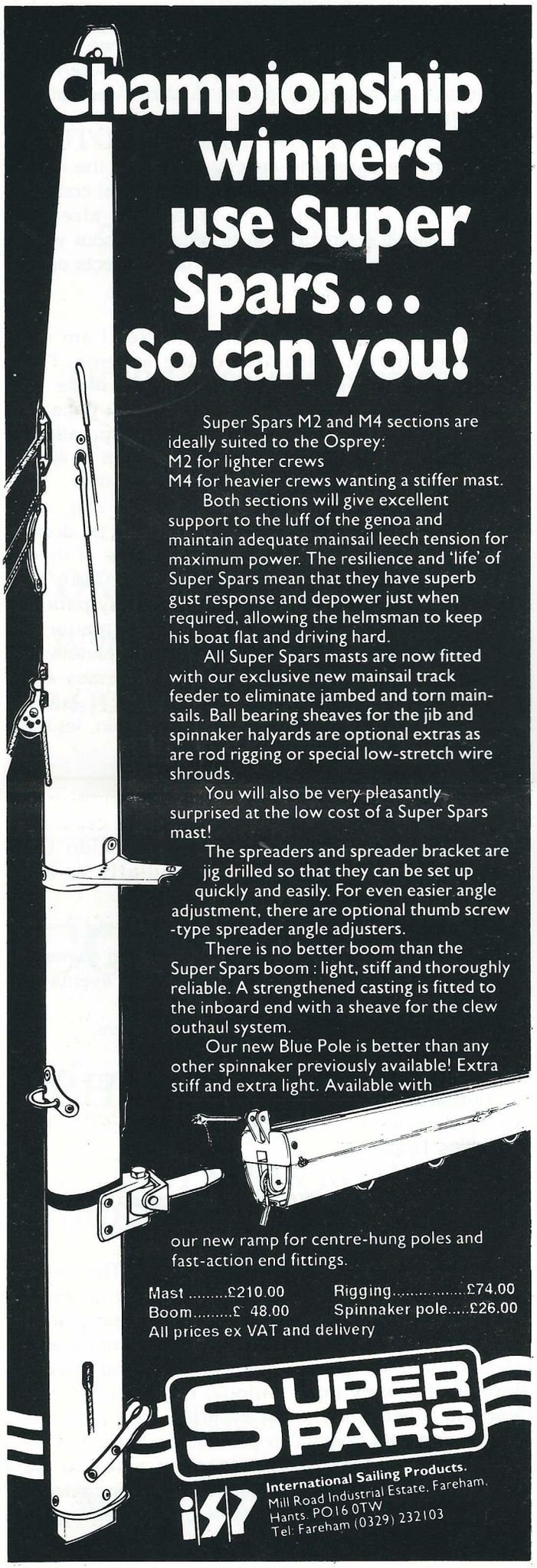
(a) Checking and updating the boat owners list.
(b) Encouraging new members from existing owners.
(c) Getting owners on the water, in Club events as well as Open meetings.
(d) Contacting new and would-be new owners.
(e) Finding boats for sale.
(f) Making sure there is someone for every Open Meeting who will write briefly for Y&Y.
(g) Making sure results get sent to Nick for the Travellers Trophies.

There are other jobs like publicising open meetings which we do quite well at present.

In addition we are looking for a Sponsor. This really won't come from me writing cold to big or small companies: I did lots of this before, and clearly firms don't work like that. We need personal contact with medium-sized companies who want to spend a small amount of money on a national campaign. A few thousand is peanuts in most advertising budgets, but it takes personal contact to persuade people that we are the sort of organisation they want to be associated with. I am producing some written material to support any approaches people make. Please give it some thought.

Mike Jakeways

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OSPREY OPEN MEETINGS

SOUTHERN AREA CHAMPIONSHIPS
Shoreham S.C. 7/8 July, 1989

Saturday at Shoreham saw eleven visitors and two home boats. The first race was scheduled for 13.00 but was postponed for half an hour and was started in a variable N.E. 0–1. The race was won by Martin Lewis. In order to finish all the boats, the time limit was extended by half an hour at the Race Officer's discretion.

The second race was abandoned and the fleet came ashore to drink Shoreham dry. A Barbecue was organised for the evening with a comedy folk act to provide entertainment.

By common consent, three races were organised for the Sunday with two in the morning. Conditions were again light and muggy with a force 1–2 northerly.

The morning race was won by Martin Lewis with Oscar Chess second. Vanny Page was also in contention finishing third having achieved second on the Saturday.

In the second race Page made his play and took an early lead which he held to the finish, Lewis was second with Chess third. The fleet then came in for lunch with the meeting still wide open.

The final race started at 1430 and Page tried a port start flyer, it didn't come off. He infringed Phil Angrave and had to perform a 720. This left the race to Chess, Lewis was third and took the meeting; even though Page pulled back to fourth it meant Chess had sneaked through to take a second overall.

Results:

Boat	Race 1	Race 2	Race 3	Race 4	3/4	Posn
1207	1	1	2	3	3.5	1
1260	2	3	1	4	5.75	3
1085	3	2	3	1	5.75	2
1240	4	7	9	7	18	7
1223	5	5	7	DNS	17	5
1178	6	4	6	8	16	4
1259	7	10	RTD	DNS	32	12
1252	8	12	10	DNS	30	10
1112	9	8	8	5	21	8
1233	10	11	12	DNS	33	13
1226	11	9	11	RTD	31	11
1198	RTD	6	5	6	17	5
1231	DNS	DIS	4	2	21	9
868	DNS	13	13	9	35	14

Hayling Island Regatta/Federation Week
13-18 August

The weather situation provided very strong winds at the beginning of the week, tailing off to flukey conditions on Friday which caused a 40 minute postponement. Winds were mainly south westerly

Force 4-5 gusting to 6 with some heavy squalls on Wednesday causing many capsizes and damage to masts and gear.

Fast Handicap Results:

1241 Dave Chalkley and Nick Willis won the first race, lost their mast in the second whilst leading, to let Peter Tart 1255 win. The rest of the week was a close contest between 1241, 1255 and the international canoes. Dave & Nick were leading Peter Tart in the final race when unfortunately Peter was taken ill, allowing Dave and Nick a comfortable win overall.

Cock of the Harbour - 28 August

The annual Cock of the Harbour event attracted an extremely big entry of 107 boats. In the form of a pursuit race, the "interesting" results were:

14th 1260 Van Page
Lady in Red, Bill Munnery
Katie Wiz, Bob Gollner
814, Ted Gadd

Sheppey Round the Island Race - A View from the Shore - 3 September

Quite a respectable number of Ospreys made their appearance amongst the fleet of 233 (yes, really!) entered for the Round the Island Race. The threatening weather of the preceding evening turned into nearly perfect wind conditions for the start of the race, much to the relief of all concerned.

A preliminary look at the race instructions displayed in the clubhouse confirmed my suspicions that a circuit of the island was better undertaken with steering wheel than tiller in hand. Clearly marked on a large chart, with blood-red felt tip, were various hazards of a nature not often encountered on the Open circuit. Shallows and sandbanks abounded, some of them clearly marked by buoys on the chart, but not on the water itself. Underwater mooring cables (unbuoyed) were also to be contended with.

The last hazard to be avoided was the sewage outfall handily located a few yards short of the finish line (marvellous device for deterring those last-minute sprinters).

So having been reinforced in my view that the shore-based option had to be the best, I set out with intrepid navigator at my side, and non-stop commentator in the childseat in the back. The start line was quite spectacular - it had to be one of the longest lines I had seen. The Ospreys got away quite well, and soon got stuck into the predictable battle against the 505's well ahead of the rest of the fleet. The first viewpoint was at Warden Point. All of the boats were a very long way away, too far away to read sail numbers, but as far as we could tell, all of the Ospreys seemed to be fairly well together.

So off we went again to Harty Point. There was quite a wait here - surely they couldn't have got past already - but then they came into view. It was clear that the 505's would be battling it out with us to the end.

Our next vantage point was to be the biggest (and from the shore, most spectacular) hazard. The lifting bridge which necessitated any boat with a mast taller than 8' or so having to be walked through the side arch on its side tanks. There we found hordes of people already waiting. One Osprey decided to go through the wrong arch of the bridge, made a hash of it and lost a number of places as a result - and he was a local. (Moral: always heed warnings from the Race Committee). The crews of some boats fell out in more ways than one, with sails getting muddled, crews being enveloped in mainsails and helms slipping over in the Sheppey mud. The shouts of "Why did you have to do that" and "I told you that would happen" echoed round the bridge.

Having watched all the Ospreys through, we set off for the Clubhouse to have a well deserved cup of tea before the strenuous job of watching the finish. The first boat over the line was a 505 (shame) but he was only 17th on handicap. The Ospreys finished as follows:

16 on handicap	824	Horizon Too	Kenny
22	1224	Hagar the Horrible	DaveChalkley
26	663	Zebedee	Bob Falconer
39	814	Aquarius	Ted Gadd
41	695	Antares	Terry Macdonald
44	1233	Quatlapanqui	Nick Jones
47	1251	Dardanella	Bob Thomas
54	555	Schhh you know who	John Shenton
56	1182		Graham Elliot
71	1004		Geoff Collins
86	805		Jerry Ashton
91	1031		Martin Langford

The date of the next Island Race is Saturday, 26th August, 1990 - make a note of it now!

Hilary Jones 1233

Sheppey Open Meeting

Sheppey Yacht Club hosted their Osprey Open meeting on the weekend of 16/17 September for 5 visitors plus their home boats.

The Ospreys sailed their first race on an Olympic course with ideal conditions of F4 and a flat sea.

Van Page and Nick Willis 1260 (Stiff Stuff) led the race to the first mark and held the lead until the next windward leg when Richard Bowers crewed by Robin Tooz-Hobson (1259) overtook them. They then led the way with Van & Nick hot on their heels. Van took

the lead again by passing them successfully on the leeward mark, then covered them to the finish.

Sunday repeated the same sailing conditions. 1259 led the race to the windward mark and the following 2 rounds. Stiff Stuff trailed not far behind until a gust gained them an overlap just before the wing mark. From then on they led the race to the finish.

Van & Nick decided not to sail the last race but 2nd place was still wide open. Nick Jones, 1233, a Creeksea Osprey 663 and Richard Bowers all stood in contention.

As it was, Richard & Robin won the 3rd race with a phenomenal lead. Nick Jones did follow in 2nd place but unfortunately capsized whilst dropping his spinnaker at the leeward mark, so losing his position to 663.

The final results were:

1. Van Page & Nick Willis, 1260 (Stiff Stuff)
2. Richard Bowers & Robin Tooz-Hobson, 1259
3. Creeksea visitor, 663
4. Kenny - Sheppey 1st home boat
5. Nick Jones, 1233.

Ribble Cruising Club Open Meeting

The Ribble Open meeting took place during the first weekend of October. There were 14 boats competing with the normal travellers in attendance.

My clearest memories of the first race are notable in the lack of wind. Words of description are hard to find but the start was negative in that with the gun we all proceeded backwards away from the start line. After about 5 mins. I was in second place, some 10 yards over the line, then the wind started to fill and Nick & Vanny proceeded away from the fleet and finally we all got moving. The race was won by Vanny & Nick with John Lang second.

The gap between races was spent standing knee deep in water discussing the lack of wind, the aggressive tides and, I'm sorry, the race officer. I should add that despite our comments he did start the second race and his decision was justified with Vanny & Nick recording yet another win.

In the evening Bob Thomas, Hilary & I went to savour the Fish & Chips at Fleetwood. This was a tactical error, something that Bob and I are both well practiced in. Due to the Blackpool illuminations, it took 5 hours to cover the short distance between Fleetwood and Lytham.

The detail of the second day's racing is not clear in my mind, apart from, in the first race, I enquired of Mr. Willis, "Which is the best start in view of the tide?" I need not recount his reply but suffice it to say that I rounded the windward mark last but one, and he was behind me. It only goes to show that even the good guys get it wrong sometimes.

Talking of which, in the last race after the first triangle, Richard Bowers was leading followed by Steve Sharp and myself. However, we rounded the wrong mark at the end of the run, allowing many boats to catch up. When I realised what we had done we chased the fleet and were very pleased to finish 3rd in the race.

The drifter of a wind on Saturday had nothing on the crawl home which was only sweetened by the fact that it had been a very good Open meeting.

1.	1259 Stiff Stuff	V. Page/N. Willis
2.	1178 Psycho	J. Lang/M. Clack
3.	1224 Hagar the Horrible	D. Chalkley/S. Watson
4.	1233 Quatlepanqui	N. Jones/K. Dingle

Nick Jones 1233

Stewartby Open Meeting - 9/10 September

It was cold, windy and very smelly. There was lots of falling over and plenty of bruises. The social as usual was excellent. Richard Bowers and Roger Mant won the event, and here are the piccies to show how windy it was.







3



4

Stewartby Open Meeting

1 *1178 John Lang & Malcolm Clack*
1233 Nick Jones & G. Adcock

2 *1150 Craig Franklin & Dave Lewis*

3 *Richard Bowers & Roger Mant*

4 *1085 Oscar Chess & Dave Griffiths*

5 *Sorry, but I don't know who you are, please come and introduce yourselves.*



5

Children in Need Sponsored Sail - 19 November, 1989

100 boats entered the Lymington Town Sailing Club charity pursuit race in aid of the BBC's Children in Need appeal. 3 Ospreys, Liz & Nigel Wallbank (Mirage), Carl with Nick Jones (1221) and Nick with Van Page entered and enjoyed some good racing with some exhilarating 3 sail reaches. Nick Jones won the Osprey start but overstood on the first beat leaving Van Page and Nigel Wallbank through to take 1st and 2nd Osprey places respectively. Overall finishing places went as follows:

1. Int. Fourteen (Insulin), 2. Tornado (Dave Pitman), 3. Contender (Nick Rawlings), 4. Int. Fourteen, 5. Fireball, 6. 505, 7. Merlin Rocket, 8. Contender, 9. Osprey (1260 Van Page).

Over £7,500 was raised from the event and given to Children in Need.

Re: Write-up for Lymington Town Open meeting, October 7/8. I don't remember much of this as it is hidden behind an alcoholic haze. What I do remember is:

Declared Entry : 38 boats
Sailing : Light to Medium Saturday, Windy Sunday
Overall Winner : Oscar Chess and Dave Griffiths
Second Overall : Van Page and Nick Willis
Third Overall : I think it was Richard Marshall and Andy Harrop
Social : Great!!!!!

Overall Recommendation: Everyone should make the first weekend in October a 'Must' in their diaries.

Yes, it's true, the Basher was back, released from the strange underworld he has inhabited these last four years, his face strongly reminiscent of a lion. He twitters about his beauty, but Jenny is not in evidence. The man-o-war 'biter' was steeped in cobwebs, after many years in the doldrums, and that Albatross did look a bit strange, replacing the medallion he used to live behind. A wry grin came to the Lang gob, as he recognised his old adversary .....

Richard was back - and nobody from Blithfield was there to see it.

Oscar Wilde!!

CHANGE OF ADDRESS

Please note that Ken Carroll has now joined the 'Yuppie Brigade' and his new address is:

45 Kathrine Road, Woodbridge, Suffolk, IP12 4JP.

Ken would also be interested to learn if anyone has a boat they could loan him for the Tenby Nationals but if not, there are two crews available for anyone requiring same.

OSPREY NATIONALS 1989
Pwllheli Sailing Club

Without doubt, this was a classic Nationals. For a combination of sailing conditions, course-setting, weather and facilities ashore, we haven't had an event like it since Mounts Bay '76.

Pwllheli turned out to be a combination of all the venues we've liked in the past. The comfortable modern clubhouse is near the end of a little arm of land which protects a large harbour. Everything is just far enough away from the busy part of the resort; no trouble with car parking or with sand castles on the slipway. The harbour itself used to export slate from the local quarries; it is now home to a hundred or so yachts and a few more business-like vessels. Long may it remain that way. In the South East it would have been dredged and developed long since to house a few thousand tax-deductible homes-from-home, swarming with chaps and gels in yotting jumpers like they wear on the telly.

Behind the clubhouse was a large warehouse, decorated with old sails and laid out for our use with a bar, a kitchen, and enough furniture for the whole fleet, their families, kids and animals. This was right next door to the dinghy compound, where we had the luxury of hard-standing.

So the jet-lagged Osprey sailor, still vibrating gently from the hot motorway and busy country roads, had, within about a hundred and fifty yards, everything he needed on the first Saturday. At the front of the club, the foreshore. As we arrived there was an almost impossible combination of water sparkling in a good breeze under the baking sun. Less than a stone's throw to the boat park, where old friends were already setting up masts, borrowing tools, asking if old so-and-so had arrived yet. There was a welcome welcoming committee, with Huw, Ian, John and Margaret acting as extra visiting-hosts until the impetus of the arrivals took over like at all the best parties. On one side of the dinghy park were the slipways; on the other, the bar.

The weather started out hot with light winds: by the end of the week it was hot with stronger winds. The sunbathers were happy, so the sunbathers started out happy and became happier.

In the practice race Martin Lewis was first to the windward mark in "Schiaffino" with Ian Porter and Oscar Chess the next two helmsmen. By the leeward mark, Chess was in the lead, followed by Lewis and Porter. On the first run Van Page pulled up to second position when the wind filled in from the left of the course. The leading boats swapped positions until the final beat, when the wind shifted allowing spinnakers to be flown. Chess pulled away to finish first, followed by Porter with Page in third place.

The first points race was delayed owing to lack of wind. Once the fleet started, the breeze shifted and began to die away, so only two laps were completed. There was some surprise on the water that the course was shortened so soon, but there turned out to be two pieces of local information we didn't know. One was that the race officer was getting radio messages from the shore about the breeze fading away. The other was that for much of the previous week the bay had been filled with large rafts of drifting Darts from Abersoch; the committee boat was determined to get one result in! During our race the bay seemed to be filled with photographers' boats, and later in the week we saw the superb results of their work.

Martin Lewis and Dave Gorringe in "Schiaffino" led all the way, followed by the White brothers in "Brothers in Arms". By the finish of the shortened race Richard Westwood and P. Doran were next in "The Mistress". Unfortunately Lewis was subsequently disqualified for a minor measurement infringement, so the top points went to the Whites, followed by Westwood and Page.

The second points race introduced the Ospreys to the huge Pwllheli courses they became familiar with as the week progressed. The class always likes big courses, and these exceeded even the Mounts Bay standard.

Martin Lewis took the lead again and led for the first two legs, when he was overtaken by Porter, sailing his last year's boat borrowed from Peter Tart and now called "Gremlin". Porter and Lewis led for the rest of the race, closely followed by Paul Gilmour in "Desperado". On the line Van Page took third place; the Whites would have been placed, after working up from seventh position, but for Tim rolling backwards out of the boat practically on the line.

In the third race the wind began moderately, but swung by the finish and rose to Force 4. Van Page and Nick Willis in "Stiff Stuff" led at the windward mark having tacked inshore, followed by Andy Harrop and Hugh Pearce in "Cognito" with Porter third. These positions held to the leeward mark, but by the second windward Chess was leading from Porter. By the third beat the wind had backed, and Chess pulled away on what had become a close reach. Once the windward mark had been moved following the second triangle, Ian took the lead on the final run, and stayed ahead in a tacking battle to the finish, with Oscar second, Phil Angrave third and Ian Wilson fourth. Despite the strong winds, the leader finished only just inside the three hour time limit. Anyone who had been grumbling about hot having proper trapezing weather earlier in the week now had to admit they'd had some exercise, and a proper grown-up race.

At this stage in the Championships there was the beginnings of a pattern to be seen, though it turned out not to be the whole story. Ian, sailing once again with Adam Bowers, now had two first places. They were starting to look comfortably set; there had been several boats looking very fast, which is very healthy

for the class, but also handy for anyone with a couple of three-quarters-of-a-points tucked away after three races. Martin had been right at the front in the first two points races and the practice race, but had a poor result from race 3, which he would have to count. Van and Nick had two thirds and a fifth, the Whites had a seventh and ninth to go with their win, Phil and Berry had a third and a fourth, while Ian and Dave had a fourth and a fifth. Oscar and Dave had not hit the front since the practice race, but now had a second, though they would have to count an eighth from the previous day.

The fourth race showed that Toothpick was getting into the groove. The conditions were quite testing with a force 4 breeze, a short chop in the bay, and some heavier patches of wind as the afternoon went on. The front of the race became a showdown between the two previous champions, which left one of them confirmed for the '89 title and the other capable of finishing in second place. This time Oscar and Dave led at the windward mark, but were passed by Ian and Adam on the second reach. The boats were still right together by the second windward mark, but then Ian established a short but commanding lead which he maintained through the rest of the race. Van and Nick were third again, with Steve Parry and Peter Frith fourth.

With one race to go and one discard counted, Ian and Adam were champions. Van was second, followed by Oscar, with Phil Angrave fourth after finishing sixth in Thursday's race.

The wind blew again for the final race. Dave Chalkley in "Hagar the Horrible" led at the windward mark, followed by Roger Blake in Dodger. Most boats hurtled off without spinnaker on the reach, but Porter hoisted and dived low to be third by the gybe, behind Chalkley and Chess. Porter had passed Chess by the leeward mark. These three, with the Whites and Page made the first bunch: Porter was leading from Chess by the first run, but Chess was leading when Porter capsized while hoisting following the second gybe mark. Chess held the lead through the rest of the race, with Porter passing Chalkley at the top of the final beat. The strength in depth at the top of the fleet was shown again, as Dave Chalkley and Steve Watson became another of the group to show during the week that they have the speed to live with the top bunch.

In the overall positions, apart from Ian's win which was confirmed by this second place, most of the top places were decided in the final stages of this final race. To finish second, Oscar needed to be two places better than Van today, which he had achieved. Phil and Berry were lying fifth today when the trapeze hook broke 20 yards from the line. This was a strange repetition of the Whites' mishap earlier in the week, since the Poole team now finished fifth overall, behind the Brothers in Arms.

Sixth overall were Ian Wilson and Dave Shepherd in "Poetry in Plastic", followed by Mike Mooney and an ecstatic Roger Mant in "Hokey Cokey".

Ian had regained the Championship. He has now held it four times. This was a convincing and impressive win, counting three firsts and a second place. In his modest speech at the dinner that night, Ian said Oscar had only really shown his true speed at the end of the week. Nevertheless, he himself showed winning judgment and speed from the start of the week to the end, and thoroughly deserved his success.

Ian also beat (as well as some others of us who didn't see him for dust) a group of a dozen or so others who all showed potential or actual winning pace during the Championship. Those of you who didn't come (yes, keep the bad news for last - there were only 56 boats) can expect that when you turn up at Tenby next year, there will be some new names on some of that expensive silverware.

Pwllheli Sailing Club made a big effort and did us proud. It seems they had been expecting a bunch of people marginally more likely to throw beer on each other on land and smash each other's boats on the water. Whether this is the general image of dinghy-sailors amongst people in a cruiser-racing club, or they had formed the impression from meeting our committee during the winter, is hard to say. In the event the Club and the Class parted pleased to have known each other, and with considerable eagerness to do it all again quite soon.

Mike Jakeways

Trophy Winners

Practice Race	Plycraft Trophy	Oscar Chess/Dave Griffiths
Race 1	Mounts Bay Trophy	Tim White/Chris White
Race 2	Martini Trophy	Ian Porter/Adam Bowers
	Bell Woodworking Trophy	Ian Porter/Adam Bowers
Race 3	Ian Proctor Trophy	Ian Porter/Adam Bowers
Race 4	Marlow Ropes Trophy	Ian Porter/Adam Bowers
Race 5	Saundersfoot Trophy	Oscar Chess/Dave Griffiths

MAIN RESULTS on page 14

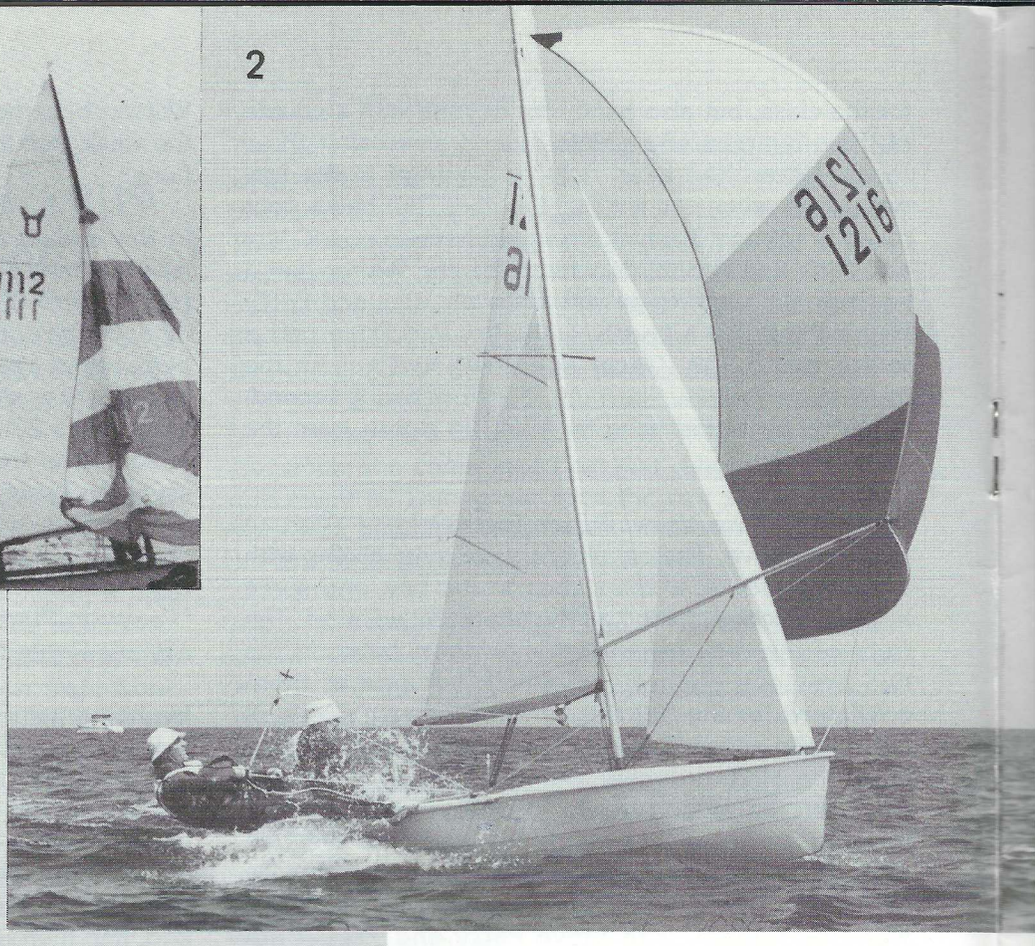
Filey Novice Trophy	M. Straw	First Lady Crew	Nadia Hosie
Stubley Evergreen Trophy	J. Shenton/T. Kift	Junior Trophy	Nick Jupp (crew)
Creeksea	J. Shenton/T. Kift	Masters Trophy	Mike Mooney
Offer Team	Chris Gorringe/Phil Angrave /Steve Parry	Tubbs Trophy (over 40)	Geoff Stubbs
		Stubbs Trophy (Handicap prize)	Paul Gilmore/Ken Carroll
First Lady Helm	Sue Harrop	Last Boat	P. Holmes/D. Marfleet (50th overall)

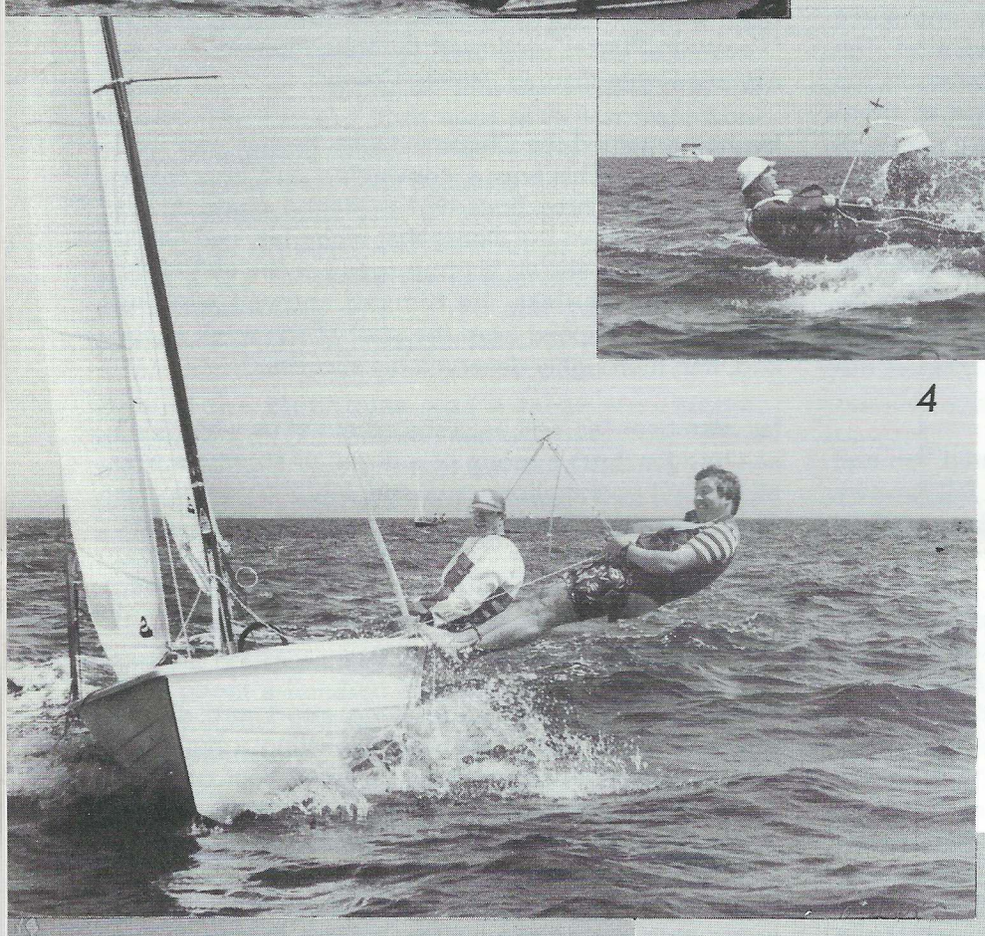
Is Joe Roderick (1119) the highest finishing young helm at the age of 17?

1



2





4

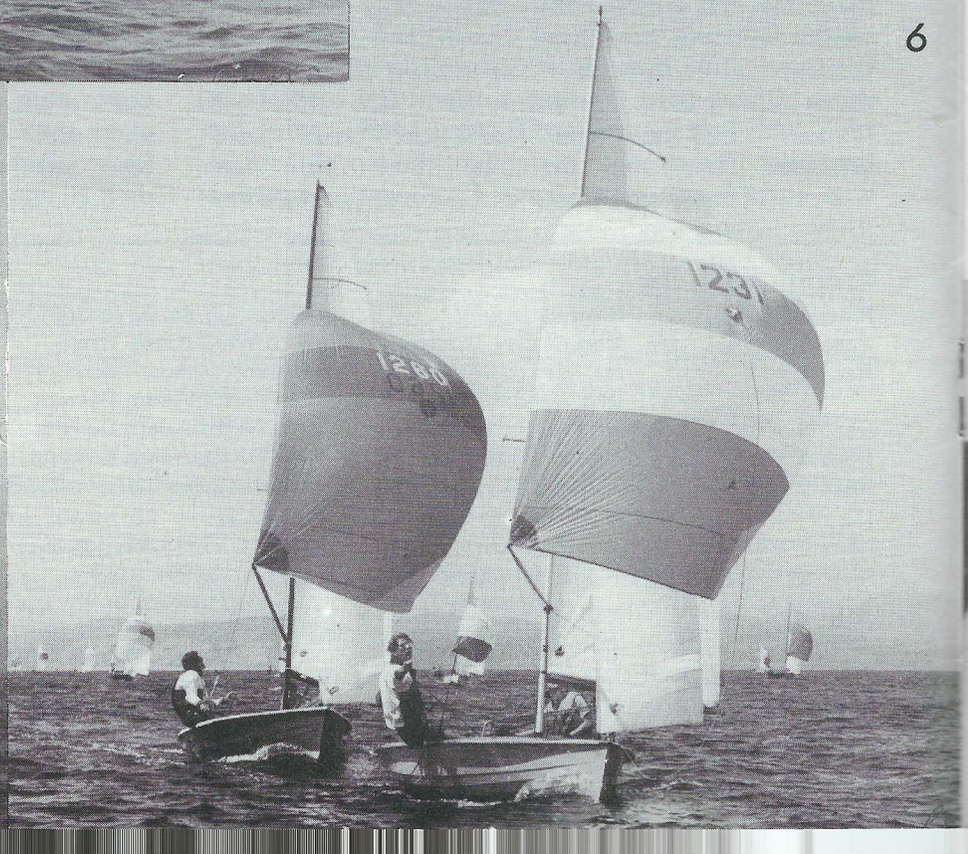
89 NA

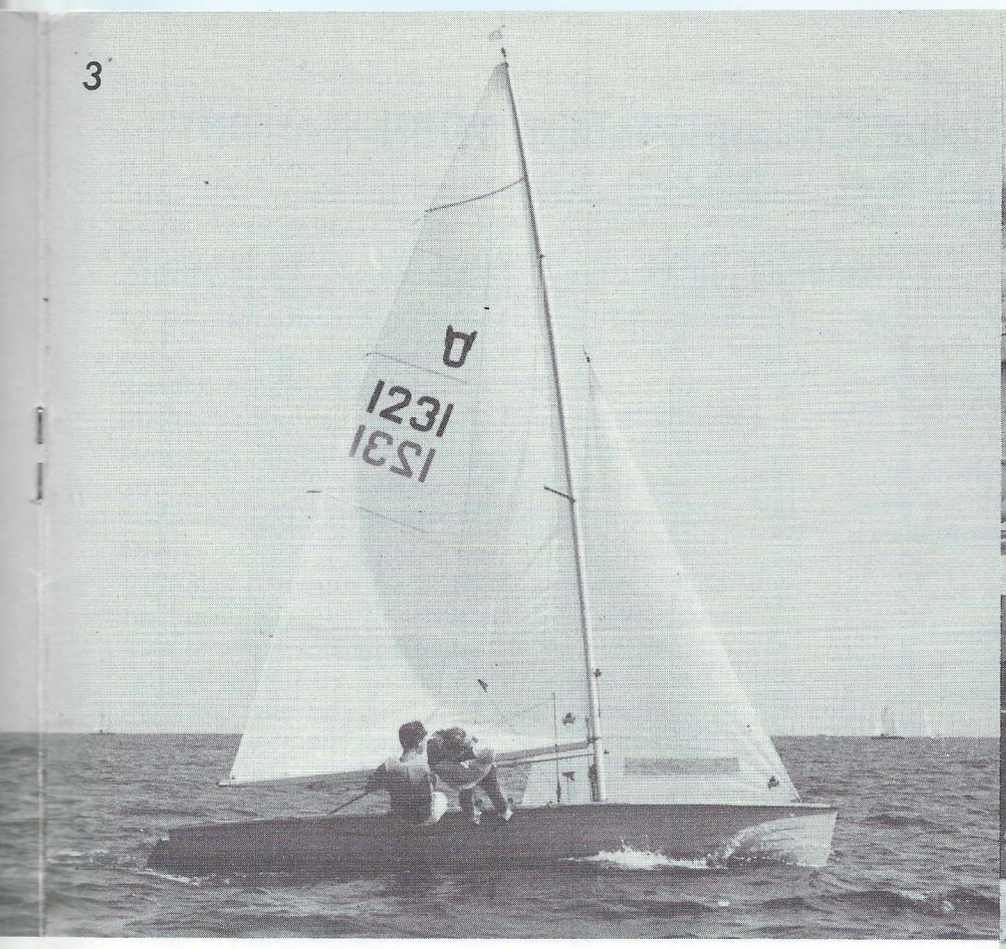
1 1112 - Graham Mant and Karl Gorner
1214 - Iain Williams and Roger Davies
1240 - Andy Harrop and Huw Pearce
1238 - John and Paul Griffiths
1216 - Steve Parry and Peter Frith

5



6









NATIONALS

2 Steve Parry and Peter Frith

3 Tim and Chris White

4 The Cooper Team

5 Vanny Page and Nick Willis

6 Doing battle - the White brothers and Vanny and Nick

7 Exhausted or distracted? Karl and Graham

8 The 'cool Poole' guys and gals

9 Says it all

10 The Champs: Ian Porter and Adam Bowers

11 Oscar and Dave. (Is she still hungry?)

Pictures 2, 3, 4 and 6 courtesy Colloryan, Burnham-on -Crouch







Osprey National Championships 1989
Pwllheli S.C. – 22/29 July

Overall Results

Sail No.	Helm	Crew	Practice	Race 1	Race 2	Race 3	Race 4	Race 5	Points	Position
1255	I. Porter	A. Bowers	2	6	0.75	0.75	0.75	2	4.25	1
1085	O. Chess	D. Griffiths	0.75	13	8	2	2	0.75	12.75	2
1260	V. Page	N. Willis	3	3	3	5	3	4	13	3
1231	T. White	C. White	6	0.75	7	9	9	6	22.75	4
1198	P. Angrave	B. Small	9	4	10	3	6	11	23	5
1220	I. Wilson	D. Shepherd	11	5	12	4	7	10	26	6
1209	M. Mooney	R. Mant	13	9	11	14	5	57	39	7
1216	S. Parry	P. Frith	5	22	23	6	4	8	40	8
1240	A. Harrop	H. Pearce	56	11	24	7	13	13	44	9
1194	G. Stubbs	M. Wetton	7	17	17	8	11	9	45	10
1167	R. Blake	J. Dyson	20	34	13	12	14	7	46	11
760	C. Firth	D. Menear	15	14	9	11	22	12	46	12
959	A. Laing	J. Gorringe	12	8	6	16	18	17	47	13
1223	C. Gorringe	Nadia Hosie	56	16	14	29	8	14	52	14
1241	M. Straw	S. Townsend	56	24	15	10	57	5	54	15
1140	Sue Harrop	M. Coulson	8	7	18	13	19	16	54	16
1253	P. Gilmore	K. Carroll	50	10	4	24	23	23	60	17
1224	D. Chalkley	S. Watson	10	23	20	57	17	3	63	18
1112	K. Gorner	G. Mant	17	12	25	15	38	18	70	19
1178	J. Lang	M. Clack	18	32	5	20	16	58	73	20
1243	A. Cooper	J. Cooper	19	25	16	21	12	24	73	21
1238	J. Griffiths	P. Griffiths	16	15	33	19	24	25	83	22
1261	B. Munnery	N. Jupp	47	20	29	23	21	20	84	23
1218	R. Westward	P. Doran	35	2	30	25	47	29	86	24
1207	M. Lewis	D. Gorringe	4	58	2	17	10	58	87	25
1150	C. Franklin	J. Pym	14	27	22	30	20	22	91	26
1214	I. Williams	R. Davies	24	38	28	37	15	15	95	27
1201	L. Geeson	T. Harper	21	43	31	26	25	19	101	28
1119	J. Roderick	J. Roderick	31	21	36	42	26	21	104	29
555	J. Shenton	T. Kift	33	40	19	27	29	30	105	30
1161	N/C Carden	Lisa Chess	28	35	27	10	34	27	106	31
1184	G. Chappell	B. Sharlotte	27	26	34	38	28	26	114	32
1228	P. Holt	M. Aldridge	32	29	32	48	30	31	122	33
1256	D. Lewis	A. Lewis	39	19	45	32	32	57	128	34
1262	J. Wear	R. Wear	22	37	26	35	31	58	129	35
1252	I. Madeley	M. Beecroft	34	44	42	36	27	28	133	36
824	K. Brown	R. Wheeler	30	33	39	34	33	37	137	37
814	T. Gadd	S. Gadd	23	28	40	45	39	33	140	38
905	J. Bridges	C. Bridges	36	18	35	28	59	59	140	39
1203	O. Metcalfe	P. Pearson	37	30	41	31	40	59	142	40
1248	D. Savill	D. Carrol	43	31	49	47	35	32	145	41
1205	K. Gibbons	R. Cooper	26	39	21	33	57	57	150	42
1036	D. Flannery	TBA	38	48	46	40	36	35	157	43
1018	A. Mottram	P. Cooper	44	42	38	58	43	34	157	44
704	K. King	S. King	42	46	58	43	37	36	162	45
1230	R. Edwardson	C. Edwardson	25	41	58	22	45	57	165	46
1251	R. Thomas	F. Jones	40	36	43	46	41	59	166	47
1233	H. Jones	G. Adcock	29	53	37	39	42	57	171	48
1182	G. Elliot	R. Elliot	47	52	44	44	44	57	184	49
1090	P. Holmes	D. Marfleet	56	47	50	50	51	38	185	50
1087	I. MacIntyre	P. Madeley	46	51	52	49	59	39	191	51
1217	M. Jakeways	P. Wiles	41	45	57	40	49	59	191	52
847	A. Coull	E. COULL	45	54	48	51	48	59	201	53
1137	R. Pilcher	B/E Goodson	56	49	47	57	50	57	203	54
695	I. McDonald	A. McDonald	47	50	51	57	46	59	204	55
1183	L. Allen	K. London	56	57	57	57	59	59	230	56

Handicap Results

Sail No.	Helm	Crew	Handicap	Practice	Race 1	Race 2	Race 3	Race 4	Race 5	Points	Position
1253	P. Gilmore	K. Carroll	23	27	-13	-19	1	0	0	-32	1
1260	V. Page	N. Willis	11	-8	-8	-8	-6	-8	-7	-31	2
1224	D. Chalkley	S. Watson	22	-12	1	-2	35	-5	-19	-25	3
1220	I. Wilson	D. Shepherd	7	4	-2	5	-3	0	3	-2	4
1214	I. Williams	R. Davies	24	0	14	4	13	-9	-9	-1	5
1251	R. Thomas	F. Jones	41	-1	-5	2	5	0	18	2	6
1228	P. Holt	M. Aldridge	29	3	0	3	19	1	2	6	7
814	T. Gadd	S. Gadd	33	-10	-5	7	12	6	0	8	8
1178	J. Lang	M. Clack	14	4	18	-9	6	2	44	17	9
1036	D. Flannery	TBA	35	3	13	11	5	1	0	17	10
704	K. King	S. King	32	10	14	26	11	5	4	34	11
1252	I. Madeley	M. Beecroft	24	10	20	18	12	3	4	37	12
1018	A. Mottram	P. Cooper	28	16	14	10	30	15	6	45	13
1233	N. Jones	G. Adcock	29	0	24	8	10	13	28	55	14
1256	D. Lewis	A. Lewis	18	21	1	27	14	14	39	56	15
1205	K. Gibbons	R. Cooper	7	19	32	14	26	50	50	122	16

THE NATIONALS - WHY NOT?

This, year for the first time, I entered the Nationals, never having entered an Open Meeting, despite having sailed since I was eleven and now being nearer to fifty than forty. What, you might ask, prompted me to take this amazing step and anyway, why write about it ... that's an awful lot of question and I hope that this article will provide the answers.

Firstly, let me say that if you have never attended a Nationals, please read on because this is aimed at you, if you have I hope you will still find time to read it because you can share in the pride of being an Osprey sailor.

Perhaps it would be wise to explain my sailing background since this will serve to give you some idea of why I was so reluctant to do the circuit. I was taught to sail by an old Barge skipper long since departed who had nerves of steel since his methods were "here's the helm lad" at the most difficult moment. You either learnt boat handling very quickly or you didn't get another go, strangely I can't remember a failure, perhaps he only chose the right moments after he considered you had watched him and others enough. In 1959 I joined the Navy and raced (something new at this time) every Wednesday and Saturday for the first twelve months of my new career and never came less than second. For this I was awarded a racing pennant with the ships crest on it, something not given every year.

As a result of circumstances, I only sailed infrequently for the next nine years, mostly in ocean-going yachts. When I left the Navy I was fortunate in that I had friends with cruisers who needed crews. Again a change in circumstances brought me back to dinghies, the National Twelve I knew was not really big enough but it was all the purse could stretch to. The Osprey came 18 months later and what a revelation, it was so big compared to the Twelve and so much faster. It was its size that made me join the local club - its mast wouldn't go under the telephone wires and it was too heavy to trundle down the road to the beach and back, which was what we did with the Nat 12. Cruising was still my main interest but racing soon started again, I soon found, however, that there was a less disciplined type of sailor than when I had last raced. They were quite prepared to bend if not totally ignore the rules and many had no conception of them at all. It is true that some members did know and obey the rules most of the time, nonetheless I was appalled at the standards. As a result of one particularly bad incident, I ceased racing altogether and certainly had no intention of racing on the Open Circuit if this was the sort of behaviour to be expected. I determined that I would try to put back into sailing some sort of gentlemanly conduct and sportsmanship and took every opportunity to explain why I had suddenly stopped racing.

I continued to sail as much if not more than before which did not go unnoticed and took up the post of Sail Training Officer which no-one else in the club was keen to do at the time. Whilst running training courses for outsiders and some club members, I set about becoming an RYA Instructor and then Senior Instructor and was then appointed Principal of the Club. I should point out that the club was an RYA approved training establishment but no courses had been run by the then Principal due to his Regional Coaching duties.

So I hear you ask why the sudden change, well I would like to think that my campaign has had some success in my club, certainly there has been a change in general attitude, so this year I started racing with my son. All went well until one Condor decided to play silly and a protest was lodged and counter lodged. The Condor sailors on the Protest Committee threw out the Condor's protest (quite rightly) and the message was firmly underlined, no further problems occurred.

So I read the Association Notices for the Nationals and thought if I don't do it this year I never will. So began the preparations, where to stay, whether or not to purchase an undercover, what needed to be done to the boat, what spares to take, was all my documentation correct and up to date and a million and one other things or so it seemed at the time.

All was going well, we had contacted the Pwllheli Club Secretary and got good advice on accommodation and booked. We were down to the last three weeks before the event when someone decided to run into my car. The very next morning, someone else drove into the back of it. This was the start of some very frantic activity to be ready for the "off" not helped by finding a wheel bearing was beyond adjustment on the road trailer despite previous checks. Finally at 11.30 pm on the Friday we hoped we were ready to go and fell into bed the earliest time that week by one hour. At 3.30 am on Saturday morning we were driving off having had three hours sleep.

Well, I hear you say, at least you will have missed the traffic ... we arrived at 2.30 pm having had no breakdowns, thoroughly exhausted and in what can only be described as a foul mood and asking ourselves why we had willingly subjected ourselves to such folly.

Well, we had arrived and after parking the caravan and having made a cup of tea, the sun was shining and the scenery was, well, sort of magnificent and the water did look very much like tap water rather than our estuarine variety and the club bar was only two minutes away ... well a cup of tea solves a lot of problems you know.

We registered with the club officials and were received in a most courteous and friendly fashion and within a minute all formalities were magically dealt with. The view of Cardigan Bay sent our spirits up even further looking forward to the practice race on Sunday. We found our way to the boat park and were directed to a berth by Ian Madeley who I knew from the Grafham Tuning and Training weekend; he even remembered me which helped us, the new boys, to feel a little less awkward. Having rigged our boat, Ian found time to chat with us for a while despite the fact that he was pretty busy. We were able to talk to Oscar Chess and Mike Jakeways, also met at Grafham and to make the acquaintance of other friendly Ospreyites, we were beginning to feel like part of the family.

That evening the briefing took place and we were

informed quite forcefully that races would start promptly and that trailers left other than in the parking area, would result in pain worse than death. We also learnt that Gate Starts would be used rather than Line Starts. HELP! we had never done this before ... once again Ian to the rescue ... hope you've recovered, Ian ... so to bed.

Sunday dawned bright and after an enormous breakfast cooked by the Trapeze Artist, we were ready for the fray, if somewhat apprehensive. We launched from the beach since we were used to this, rather than sail all the way round from the harbour slip which cut out a lot of distance and was quicker. Now, where on earth does that committee boat think its going, we asked ourselves, as it seemed to be heading for Ireland. After having sailed out some 2 or 3 miles offshore, we found the start line and some 56 other competitors milling around waiting to start. Sitting quietly in our "RYA Basic Hove To" position, we realised that milling around was not a fair comment; people were practising beats and reaches, checking the start line and even sailing small triangular courses. After a postponement due to waiting for the land mass to heat up and the expected windshift to occur, at last things seemed to be happening. The pathfinder suddenly swept up to the committee boat, guns went off (don't get too close to the committee boat, it hurts the ears) and guard and lead boats assembled.

Then it all started to happen, the pathfinder sailed hard on the port tack protected by the lead and guard boats and we were off, much much easier than any Line Start. So started our first nationals and though we had no illusions about being first and despite being only one of a handful of Mark II's we were determined not to be last, and after all there was a prize for the first Mark II ... could we win it? We didn't know what our opposition was, but we could at least try.

We sailed in without completing the race on port tack pinching like mad hoping not to have to tack ... well, the trapeze artist could cook a good breakfast, but could he look up before going out on the wire to make sure the wire wasn't tangled round the shrouds ... no way! Have you taped up your plastic shroud clip, or better still, put a screw through it?

Oh boy were we in for some ribbing now, my artist was despondent and very very quiet. Not at all, people were most kind, how did you get on they asked? ... well, we sort of, well ... try taping them up, we've done the same thing several times, it's ever so easily done ... what a good bunch of guys.

Well, the rest of the week continued to be a revelation we learnt so much from both watching and listening to freely given advice. We also learnt from just doing it. Despite having to retire because we didn't sail the right course (due to not having read the sailing instructions properly and not therefore interpreting a signal correctly ... and again only sympathy from others) and not sailing in high winds on the Friday like a number of others we still made better than last ... next year we go up the fleet!

Having sailed in isolation from other Ospreys it was great to sail with 56 and come 51st overall. What's more, it was something very special to know that there had been no aggro on the water. To hear the Commodore at the Dinner and Dance say that he had been impressed by the good behaviour of the class both on and off the water was music to my ears. What a difference from what I might have expected having watched the antics and behaviour of other class sailors.

So if you have never been to the nationals why not give it a whirl, it's fun, you learn a lot both on your own and from a bunch of guys who will help not mock. It's the friendliest group I have ever spent time with ... what was that about the journey ... what journey! ... see you next year at Tenby then OK! And remember, make sure you start your preparations early.

Terry McDonald Minnis Bay 695 Antares

Osprey Top-Ten Gear : 1989

Most of this information can be objectively checked: that is, you can look at the maker's name. In the case of the combined crew weight, another system of data-gathering was used. This involves two men with pints of beer in their hands looking each other up and down and deciding how near the embarrassing truth they want to go. Only one of the figures given here is hotly contested by others named on the list: for the rest it may be that all sampling errors cancel each other out, as they are likely to be in the same direction. Mike Jakeways

Psn	Helmsman	Crew	Combined Weight (stones)	HULL		FOILS		SAILS			MAST
				Builder				Main	Genoa	Spi	
1st	Ian Porter	Adam Bowers	25.5 1255	Gremlin	Porter	GRP	Porter	Hood	Hood	Hood	Epsilon (etched)
2nd	Oscar Chess	Dave Griffiths	25.5 1085	Toothpick	McCutcheon	Wood	Graham Vick/ Milanes & White	Leader (composite)	Leader	Leader	Sovereign
3rd	Van Page	Nick Willis	25.5 1260	Stiff Stuff	Porter	GRP	Porter	Hood	Hood	Hood	Epsilon
4th	Tim White	Chris White	21 1231	Brothers in Arms	Brooks	Wood	Mackillickan	Leader	Leader	Leader	Epsilon
5th	Phil Angrave	Berri Small	26.6 1198	Blue Moon 2	Creasey	Wood	Milanes & White	Ullman	Ullman	Ullman	Z Spar
6th	Ian Wilson	Dave Shepherd	24 1220	Poetry in Plastic	Porter	GRP	Porter	Leader	Leader	Leader	Epsilon
7th	Mike Mooney	Roger Mant	25 1209	Hokey Cokey	Mooney	Wood	Mooney	Leader	Leader	Leader	Superspar M2
8th	Steve Parry	Peter Frith	26 1216	Swift 'Arf	Porter	GRP	Porter	Banks	Banks	Banks	Epsilon (etched)
9th	Andy Harrop	Huw Pearce	26 1240	Cognito	Porter	Wood	Porter/Stanley & Thomas	Hyde	Hyde	Hyde	Epsilon
10th	Geoff Stubbs	Mike Wetton	25 1194	Lettice	Creasey	Wood	Milanes & White	Leader	Leader	Leader	Epsilon

STIFF STUFF GUFF

Vanny and Nick have had an excellent 1989 season in their new Porta Potti, sail number 1260, culminating in them cleaning up in the Wilkinson Sword Travellers Trophy. The boat itself is the latest of the Porter GRP boats, and features a highly refined layout that Ian has developed over the years, coupled with a few Page touches.

Fittings, starting at the bow, include a continuous line jib furler with a bullet block on elastic at the front of the mast gate. Next comes the "mighty screw" style mast ram. This works on a screw thread principle, and allows the mast to be pulled forward at deck level to induce prebend or alternatively it will keep the mast straight. Rumour has it that supply of these fittings is rather restricted. The screw continuous control line runs down to the hog, then back to an elasticated block behind the C/B case. Mechanical advantage is of the order of 100 to 1, can't say I've ever measured it myself, but this tends to limit rapid adjustment (as you've got to pull 4 ft of string to get half an inch of movement). Next comes a standard Proctor Epsilon set up with 165mm spreader deflection. Mast rake is 24 ft 3 in from halyard shackle to top of transom.

Mounted on the back of the enclosed mast gate is a very substantial Silva compass, giving good visibility to both helm and crew. There is a second compass mounted centrally aft of the thwart, for a second opinion. It must be only a matter of time before the Decca arrives! Control lines are all led back to the mainsheet attachment area. Kicker, Cunningham and

Main Outhaul are split either side, pole uphaul/downhaul and jib sheet lead adjustment are centralised on the centreboard capping. Centreboard control is by a continuous 2 to 1 uphaul/downhaul.

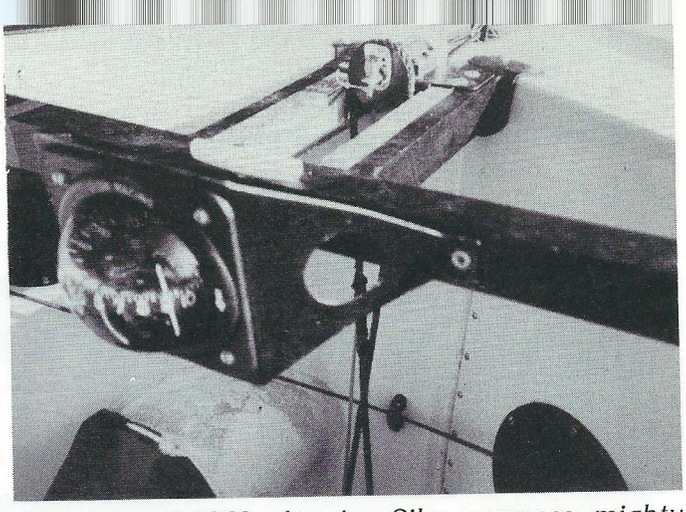
Mainsheeting is via a Harken jammer assembly and ratchet pulley. A fixed strap system is used, with the attachment points 540 mm apart on top of a traveller track. The centre of the strap is 370 mm above the track.

Spinnaker sheets can only be cleated upwards, for stowage. A twin line system pulls the guy down, with clam cleats to control the guy aft of the shrouds. The spinnaker sheet is tapered with an amazingly thick sheath over the centre portion - Willis gets a soft life!

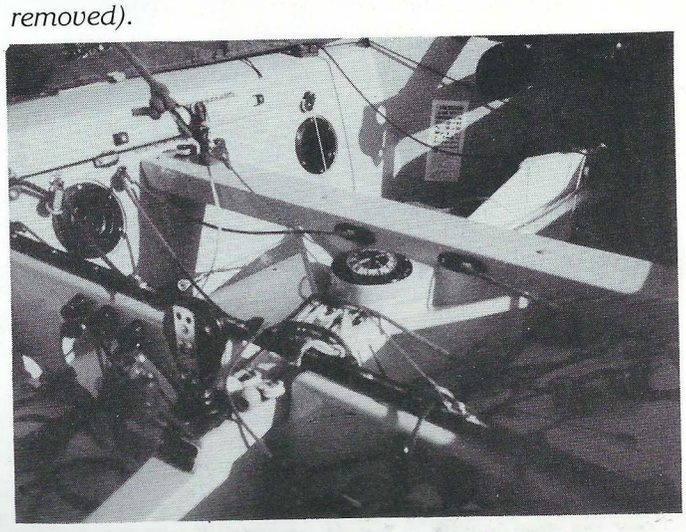
Jib sheets run via Vanny's flashy adjusters to a cheek block behind the track, down to a second turning block on the thwart, and then into a Harken cleat, also bolted to the thwart and mounted on meaty plywood pads.

The rudder has a high security catch, which Vanny regards as essential. This consists of a pin which fits into a hole drilled in the lower rudder pintle pin. The rudder is hung onto the transom and the pin then positively locks it on.

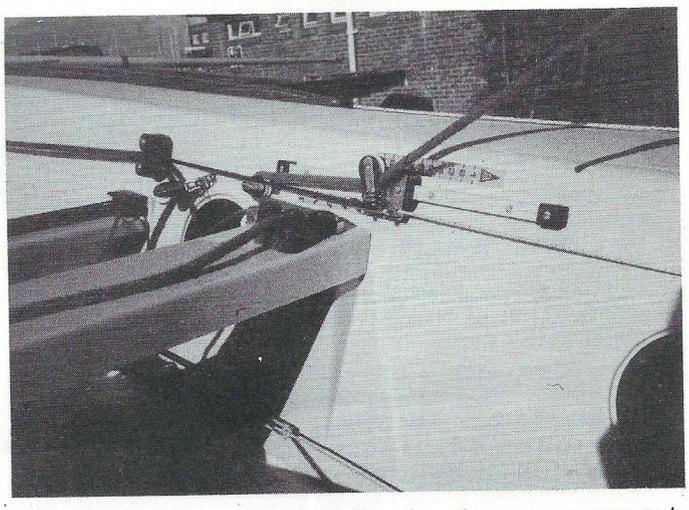
Enough about the fittings, what about sailing the boat? The prime objective upwind is to keep an eye on the compass. Vanny keeps the boat going fast,



Mast gate of 1260, showing Silva compass, mighty screw ram and furler control line and pulley (mast removed).



Cockpit view, showing mainsheet strap, control line cleats on mini bulkhead, second compass.



Inner side tank, showing jib sheeting arrangement and spinnaker sheet final lead.

while Nick advises tactics. They pay particular attention to jib fairlead position, varying this often as conditions change on the beats, and taking them right forward on a two sail reach to prevent excessive leach twist. The mast ram might be adjusted 2 or 3 times a race. They generally try and keep the mast straight, dropping tension in the jib halyard in Force 4 and above. The Centreboard is kept full down on the beat, raking it back about 10% in strong winds.

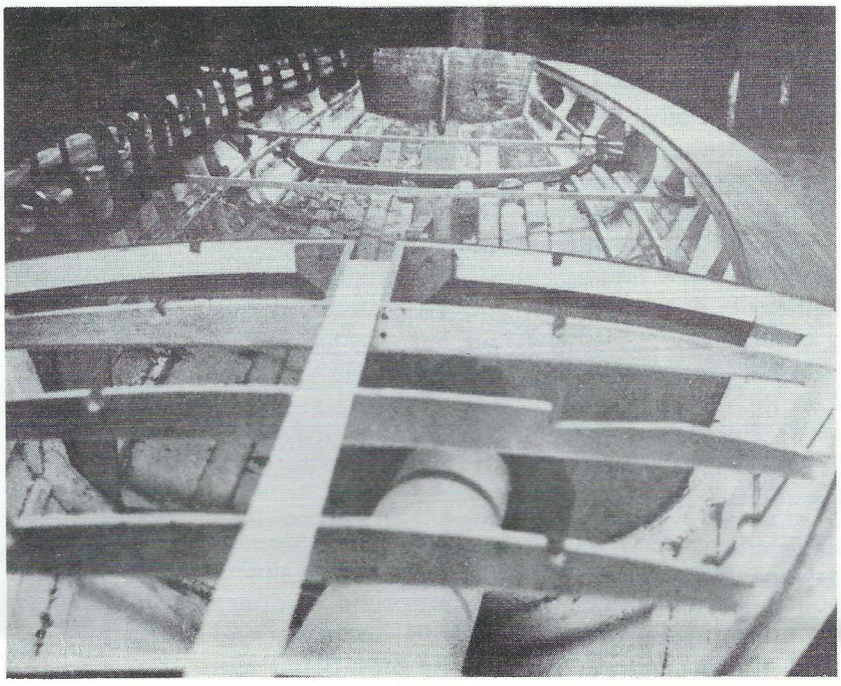
They are going to be out for blood next year, you have been warned! Cee Mank Tin-Pram Big Bird

mk II conversion

In the first two articles, Charlie Gillow describes some of the main points and costs involved in concerting to Mark 3.

"Candyfloss" is no longer young (sail no. 466) and her lack of performance could, partly at any rate, be put down to the onset of middle age spread. She turned the scales at 344 lbs, almost the equivalent of carrying a 56 lb bag of spuds as ballast in every race.

A redecking job seemed necessary to make any worthwhile impression on the weight; so after discussion with Gerald Iddon who very kindly agreed to provide the workshop facilities and do the work, we decided to go the whole hog and convert to Mark III. The boat was made of wood by Plycraft some 10 years ago. Although overweight, the hull is still sound.



The conversion is major surgery. With the benefit of some hindsight there is at least as much work, if not more, than building new from scratch. With new timber you don't have all the cleaning up to do, neither do you come across unsuspected nails and screws which involve frequent breaks for tool sharpening. Further any wood boat, just out of the water at the end of the season, will almost inevitably need some drying out. So the first step was to strip off the paint from outside the hull then let nature, aided by a fairly powerful heater in a well equipped workshop, take its course.

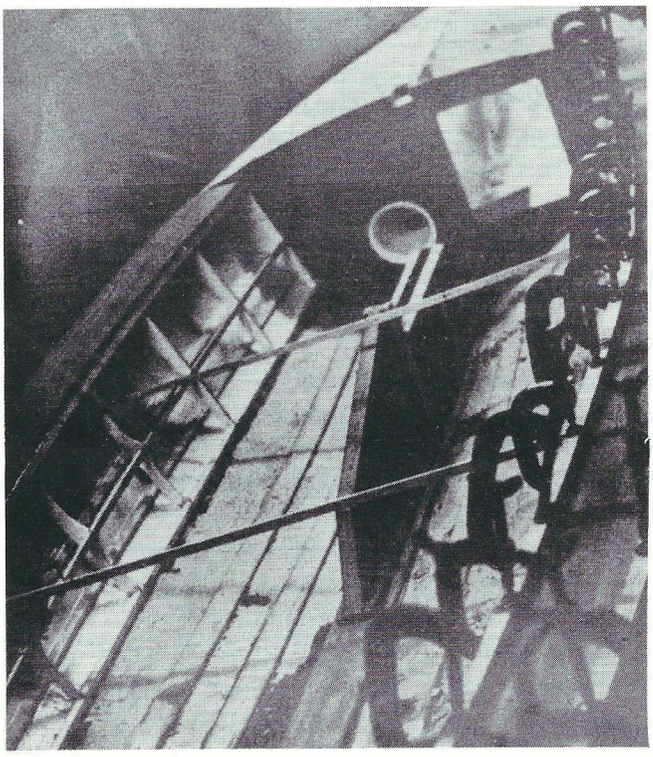
The boat was then virtually gutted from the forward bulkhead to the transom. Surprisingly, with the side and aft tanks out she maintained her shape without external bracing. The centre board case also came out and has been completely refinished in order to tone in with the rest of the boat. Again, in order to give a uniform finish the existing plywood on the front bulkhead was carefully cut away to within 2 or 3 inches of the sides, removed and used as a template for a replacement piece to match the grain of the new decks. Although a bit fiddly the operation is well worth while and it also disposes of the problem of how to fill in old spinnaker chute openings and other aperatures which might look a bit untidy. A new bow shute was fitted at this stage.

Now to the materials. The basic requirements are plywood for redecking and timber for the new side deck frames. We used 5mm Gaboon based, Sapele-faced ply for the decks and as far as we know all roads for the supply of this lead to the Reliable Plywood Coy., Warburton Road, Hackney, London E8. 5 sheets were ordered, each size 8ft. x 4ft., but only four were needed. 6–8 weeks delivery was quoted, but the sheets were despatched a fortnight after ordering, British Rail taking another two weeks to deliver to Preston.

The total cost of the Plywood, including delivery was £43 and timber for the framing another £20. The new centre-shute added £16 and so it would seem that the basic hull conversion can be accomplished for about £100, including a repaint and varnish. In our case, as we wanted the standard of finish to match as near as possible that of a new Mark 4, a new centre-board, rudder, tiller and sundry fittings has been added as well as a new mainsail, bringing the total spent to date to £240.

(If anyone feels like taking the plunge, Gerald Iddon, Tel Rufford 240 will be pleased to answer any technical queries).

To be continued.

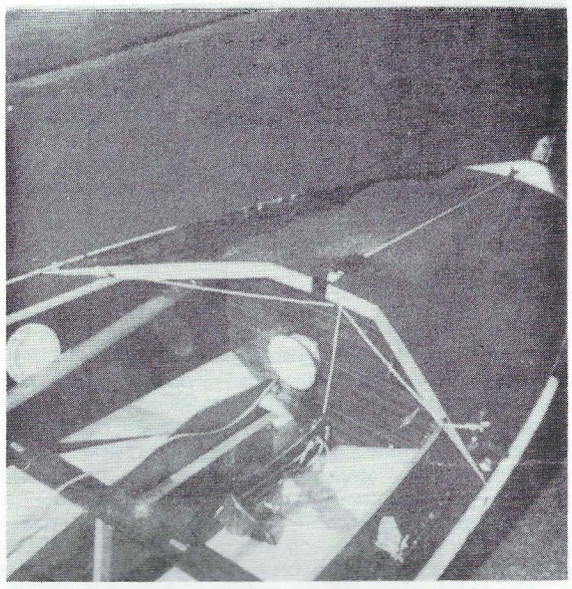


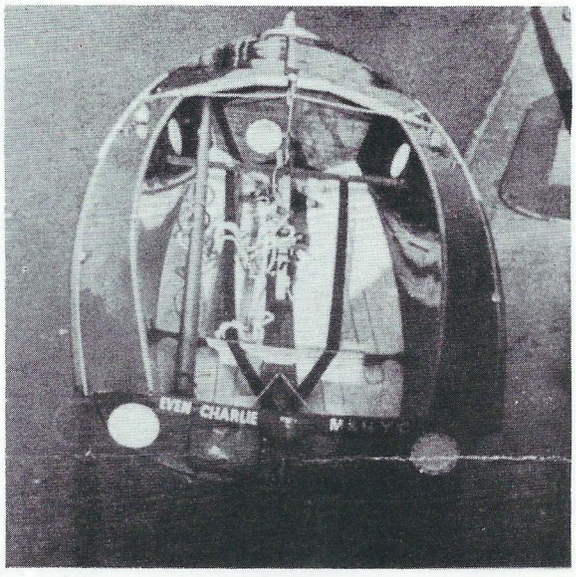
Views aft and forward of 466 after stripping the decks, with work well advanced on forming the new sidetanks. If you are contemplating this exercise, make sure you have plenty of large 'G' clamps to hand.

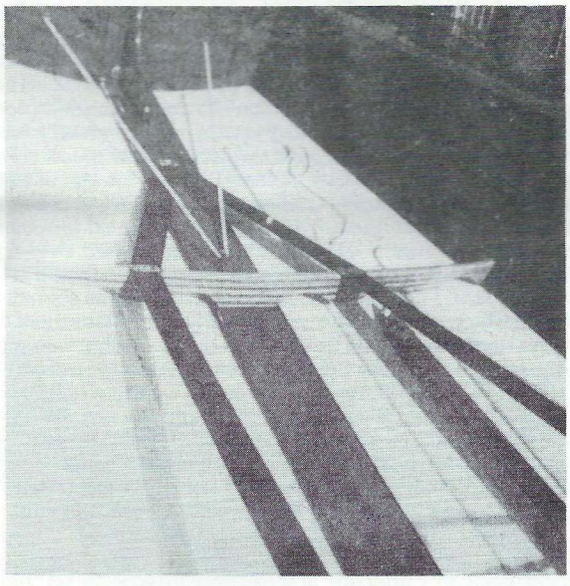
Reproduced from Osprey Newsletter of April 1975.

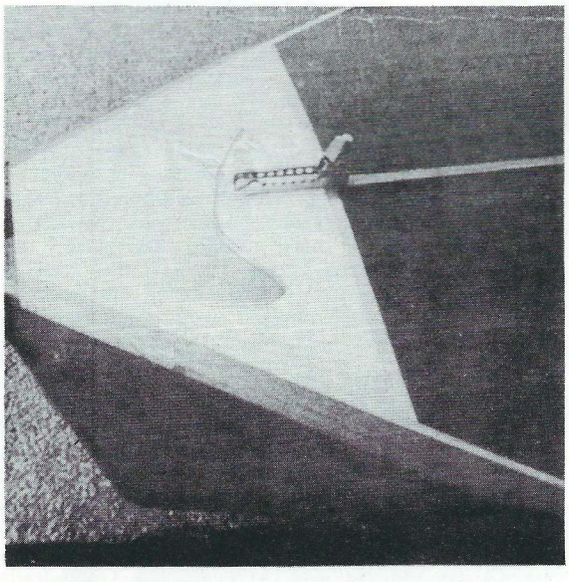
MK II conversion

In his second article, Charlie Cullow describes how, with Gerald Iddon's help a standard MKII wood boat was finally converted to MK III specification.









MARK II CONVERSION (Continued)

From a morale point of view you're over the hump once you've started re-building, as distinct from tearing apart. Cladding the side tanks is a tricky operation and a lot of patience is required to get it right. There are two joints in the ply on each side and Gerald scarved them. He has succeeded very well although with the top veneer of the 5mm sapele faced ply not much thicker than a cigarette paper it was by no means easy. Fitting the inside of the side tanks requires patience. It is essential to have the frames and stringers dressed off very accurately before attempting to fit the ply. Also, although it shouldn't really need saying, it is vital to keep a careful running check on the essential points of measurement. Attention to this in the early stages saves a lot of grief and woe later.

With the side decks fitted the back of the job was broken but it was by no means finished. The new fore deck was fitted and the existing transom modified to Mark III Pattern. The outside of the hull was completely stripped down and refinished (with "Helmsman" one-can Poly-urethane). As its condition was poor a lot of work was required here too, but the finish is now satisfactory.

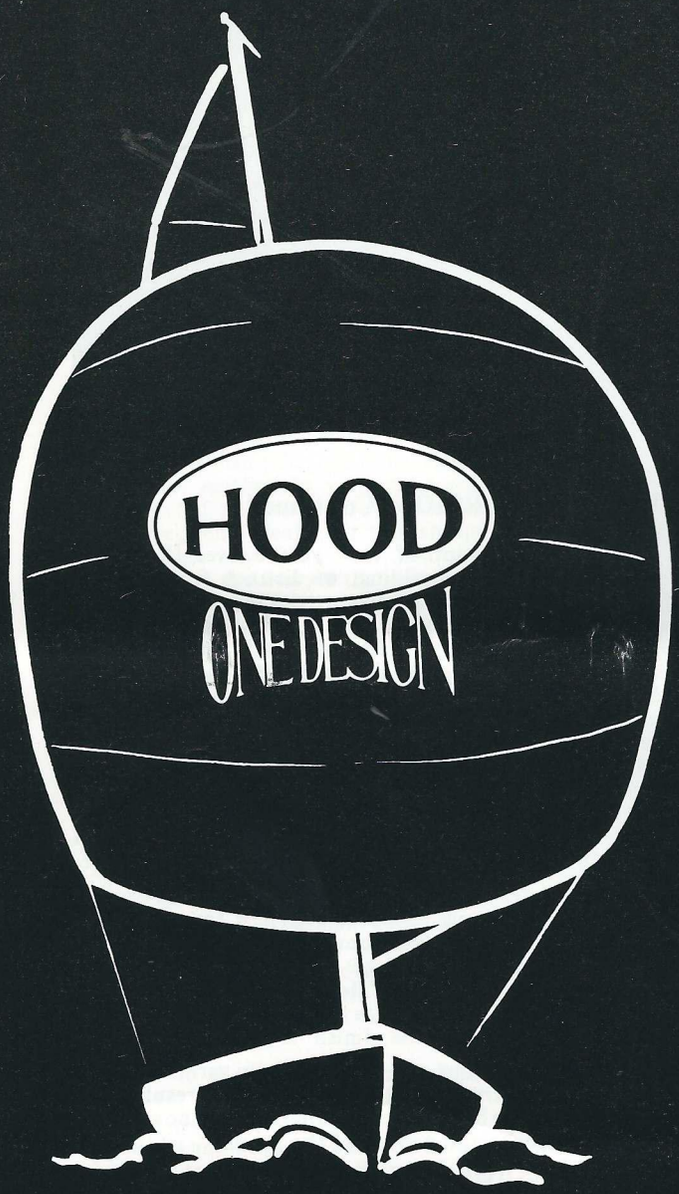
The decks were sanded and then carefully varnished with Spinnaker Yacht Varnish (October Gloss). The results here are also satisfactory but reflect the amount of elbow grease rather than the make and quality of the varnish.

The moment of truth came when we weighed the finished hull. It weighed 296 lbs as against 344 lbs at the start and this was a much better result than we had dared to expect.

The boat was then re-measured completely and a new measurement certificate has been issued by the R.Y.A. In accordance with a decision of the Class Committee the original number (466) has been retained. Notwithstanding that, to Gerald's great credit, the conversion has left us with what everyone who has seen it regards as a new Mark III.

We had her out on the Bay a weekend in March and she is an entirely different machine. We haven't had a chance yet to assess the characteristics of the Mark III when capsised but the way we're shaping so far it's only a question of time! For any who may be interested the new name "Even Charlie" was arrived at as follows:–
"How did you get on today Vernon? . . . . . Bloody awful, Even Charlie beat me!"

FAST SAILS THAT LAST



1st OVERALL NATIONALS 1984, 1985, 1986
1st/2nd/3rd OVERALL NATIONALS 1987
2nd/3rd OVERALL NATIONALS 1988

TUNING GUIDES AVAILABLE

Contact Ivan Coryn
Hood One Design

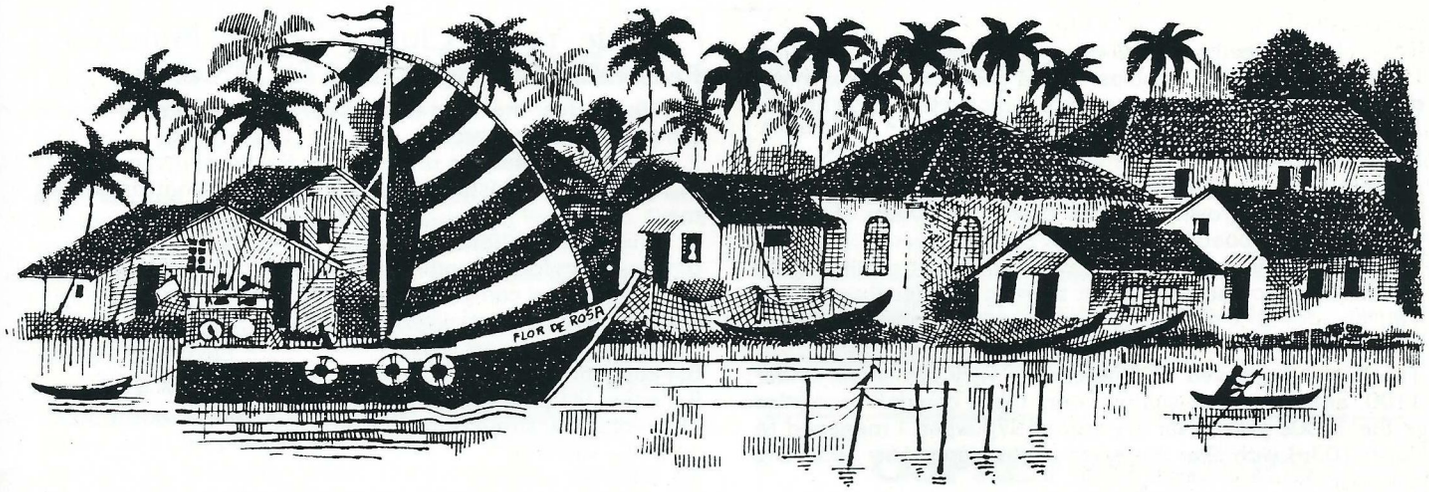
Bath Road, Lymington,
Hants., SO41 9RW
Tel: (0590) 75011
Fax: (0590) 73797
Telex: 477085

The Langs go to Goa — Part II

Our first trip on the bike took us down the coast to the old Portuguese fort of Aguada which overlooks the estuary of the Mandovi. The fort is now a jail and therefore inaccessible, but is pretty imposing nonetheless. From the top of the hill above the fort is the lighthouse and from there you can look north up the whole length of the beach stretching from Sinquerim in the south to Vagator in the north. The surf pounding up the beach which is fringed by bushes and palm trees. The scenery is quite beautiful. The coast of Goa has many large spectacular forts built by the Portuguese, most situated in commanding positions protecting estuaries. The great thing about Goa is that wherever you are, if you get a bit too hot, there is always a small place to stop in the shade and have a cold beer. The Goans insist you drive better after a few drinks anyway!

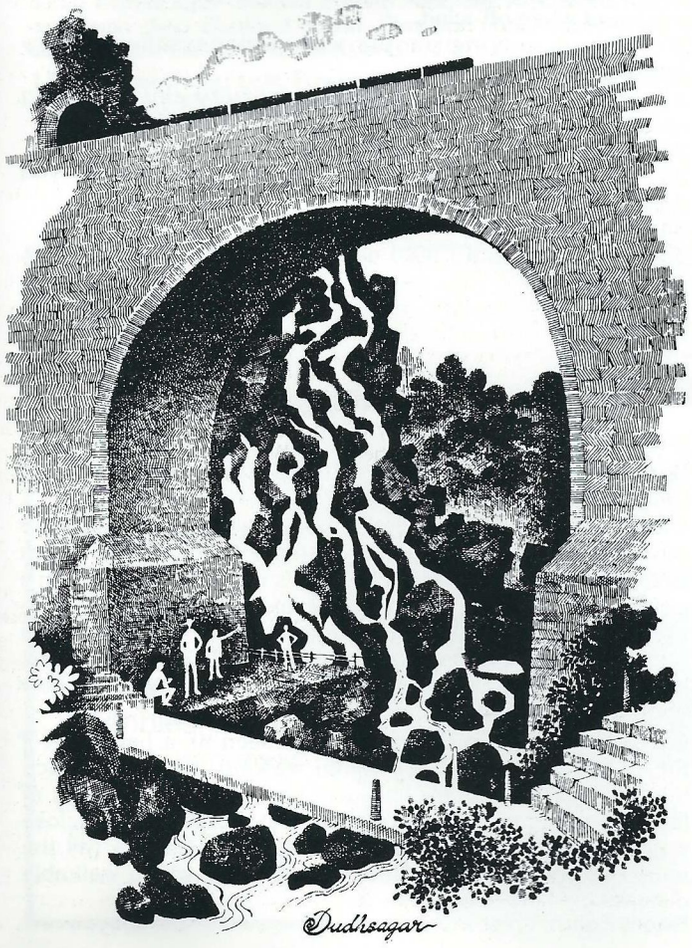
Friday night, after a few drinks and with much bravado, we decided to go on a tour of the beaches of South Goa by motorbike with Francis and Julius the following day. By the time it got to ten the following morning the convoy had dwindled to three bikes. We all thought the beaches near our accommodation were stunning by any standard but we were assured that in South Goa they resembled everyone's idea of a paradise. The day was spent travelling over the major rivers, through the capital Panjim and on down the coast. By this time we were becoming quite confident on the bike having to really push on to keep up with our Goan friends. Cows, pigs, dogs, people and other traffic were becoming common obstacles to dodge around and overtake on the narrow roads. The Portuguese have left a legacy in Goa of typical Portuguese buildings with their colourful gardens amongst the more usual Goan dwellings. Life in Goa is very leisurely and the mixture of old and new provides contrasts that never cease to interest one. We were really beginning to get the hang of this laid back lifestyle. Each beach we came to gave us the opportunity of cooling down in the sea. The beaches were completely empty - deep soft white sand, blue seas, forests of palm trees - magic! After a quick bite to eat at a small town called Colva, we headed off for the southernmost beach in Goa at Palolem. The approach was down a small sandy track at the end of which was the most beautiful crescent shaped beach we have ever seen. As we arrived the local Goans were scrambling up the 70 foot high palm trees to collect the coconut milk which is drained overnight and collected each evening. This is fermented to produce the famous local brew feni. The only building on the beach was a small bar the owner of which quite clearly never saw any Europeans there and was only too happy to provide us with cold beers. Sadly it was soon time to leave this wonderfully tranquil place as the huge Indian sun was beginning to settle on the horizon. Being on the west coast all the sunsets are wonderful as the sun sinks into the sea. I did not even know where the lights were on the bike and it was a 60 mile trek back North through the hills to Candolim. Travelling through Goa at night on unlit roads with no road markings, suddenly entering a city and being surrounded by traffic going in all directions, then out into the country again is an experience not to be missed!

We got back to Candolim at 2130 just in time to be told of the arrangements for getting to the full moon party. When we arrived in Goa Derek had told us that we were very lucky as it was full moon soon and we would be able to go to one of their famous beach parties. Little did we know what was in store. The buzz went round on the Friday that the famous Dutch party was due to be held on Vagator beach starting about midnight on Saturday. After a meal and a few drinks, a convoy of about five motorbikes set off for Vagator about six miles to the north. We were stopped by a police roadblock checking for drugs. Much to our surprise one of our Goan friends, Julius with Jill, an English doctor on the pillion of his scooter, shot off into the bush and circumvented the roadblock. Derek, who knew the police, drove straight through. Geoff had followed Julius through the bush. We were left with Richard, another doctor, trying to explain why we were going to this strange phenomenon which occurred every full moon. Eventually we were allowed through - You don't argue with Indian police! Half a mile further up the road we stopped the bikes at the top of a beach-head at which were parked at least another 100 bikes. The sight from the top down onto the beach was amazing. Huge flashing disco lights had been strung amongst the palm trees which, in turn, had been painted with fluorescent paint. As we descended to the beach the smell of burning incense reached us together with all sorts of other strange smells which probably accounted for the police roadblock. Everybody had turned out. Some people in outrageous dress, hippies, Goans, Indians, even beggars. The Goan traders had erected bars selling all manner of drinks, food, etc. The Dutch organisers had arranged a 2 hour stage show of playlets, dancers, karate and singers from people on the beach. Following this was a



disco lasting until after sunrise. Just before sunrise a large paper serpent was depicted rising from the waters followed by the launching of a paper hot air balloon which this year burst into flames and fell into the sea. This night was one of the most fantastic experiences I have ever had. The sights, colours and smells are with me today.

By the start of the second week Elisabeth and I were completely converted to the Goan way of life and the UK seemed a long way off. Someone told us that IST does not stand for Indian Standard Time but Indian Stretchable Time. At the start of the week our acquaintances returned to the UK leaving just the two of us to enjoy Goa with what were now very firm Goan friends. One day was spent amongst the fascinating old Portuguese churches of old Goa and the Hindu temples of Ponda. We hired a taxi for two days to visit one of the wildlife parks followed by a trip by Indian narrow gauge rail up into the mountains to the spectacular Dudhsagar Waterfalls which can only be approached by the railway which clings to the side of the mountains on its way to Bombay. Indian trains are amazing. We decided to return from the waterfalls early. The next passenger train was in three hours so our taxi driver, Alec, bribed the driver of the next goods train and the four of us travelled in the engine compartment, much to the delight of the driver and his mate, down to the village of Colem where we had parked the taxi. Imagine trying to stop a train anywhere in the West. Yet another Indian experience.


Dudhsagar

Despite all the adventures and travelling, we always seemed to find plenty of time for the beach at both the beginning and the end of every day. The suntan was coming on nicely.

Every Friday a market is held in the local town of Mapusa. No-one should miss this event. The place is packed with people bartering for everything from fish to flowers, T-shirts to trinkets. The Kashmiri gypsies spread all their wares out on the ground and the bartering becomes intense often having to walk off only to be called back to try and finalise the deal with these colourfully dressed women. At the back of the market is the silk shop which stocked more bolts of silk than I have ever seen in my life at prices which are unbelievably cheap. Needless to say we bought plenty and the proprietor assured us that there would be no problem paying for everything on our Visa card.

Unfortunately our holiday was now rapidly coming to a close. Two weeks just is not enough. Derek, our windsurfing host, arranged a barbecue for the two of us for the last day. The day started with a 1 hour motorbike ride to Bogmalo beach not far from the airport. Derek met us at the beach where we had a fresh lime soda under the palm trees whilst what seemed everything bar the kitchen sink was loaded into an outrigger canoe which was to take us 9 kilometres across the sea to Grande Island, one of two deserted islands off the coast. Once we landed on the small beach Dominic and Francis who owned the boat, set to cooling the drinks in a bin into which they had broken an enormous block of ice. Meanwhile we went off snorkelling. The colours of the marine life were fascinating and everything was within a depth of three to four feet. Elisabeth even managed to overcome her fear of drowning through the snorkel and it was difficult getting her out of the water when the meal was ready. These two lads had created a superb barbecue of grilled fresh fish, a typical Goan dish of spiced vegetables and fresh salad, finishing with various fresh fruit. The whole event was topped off when they produced a bottle of chilled champagne. The only people on the island were Elisabeth and I and our five Goan friends. A superb climax near the end of a magical holiday. We left the island at about 1600 leaving us time for some windsurfing off Bogmalo beach before the ride home.

The evening was spent over a meal saying goodbye to our friends amid promises to return to Goa before long. We flew back via Bombay and this time managed to spend five hours travelling around the city, eating, picking up some mementos, seeing the sights such as the Gateway to India, the railway station which is quite the most magnificent piece of Victorian architecture and having a look inside the famous Taj Mahal Hotel. We left Bombay in a temperature of 34 and landed at Heathrow where it was 2 degrees. Well back to the drag of Western civilisation and a lousy climate, but rest assured we are going back. One visit just is not enough.

For those of you interested, we travelled via Inspirations East Limited, the package costing between £400 and £600 per person for two weeks depending on the time you travel and the accommodation you require. The food is excellent everywhere and for a gourmet meal for two including drinks there was change out of £10. The average meal costs about £2 and beer is 50p a pint. The cost of living really is low and we had trouble spending a total of £300 on all our food, drink and entertainment, petrol, etc. Try a touch of paradise before tourism gets too much of a hold and might just spoil the people and their beautiful country.

LETTERS

Dear Lisa,

This is just a wee line to tell the world how much Cathy and I enjoyed the Championships. It was good to see how many people remembered us from the old glory days, and also to meet a number of the new faces in the fleet.

It was also the first time I have helmed at an Osprey championships and I found that immensely satisfying, to be able to make my own mistakes after all the years of sailing with Osc! The boats are certainly much easier to sail than the Hornetto, with the extra width and weight protecting us against our incompetence, but there is less feedback when you are doing it wrong, i.e. it doesn't capsize, just goes slower!

The fleet has moved on, there were very few boats under 1100, and no end of sail numbers that I couldn't recognise in the 1230s plus, a far cry from 1976 when I managed to finish 103rd with Stan Simpson in the super new 1032 Big Spender.

Cathy wants to go to Tenby next year, so this is also a plea for the loan of a boat for that week, preferably a Mk 2 so we can settle some unfinished business with the 555ers. We may be more visible next season, we are interested in racing round any islands going, Caldey, Sheppey, Australia, etc., in addition to doing a few opens and the Hornet Worlds at Fishguard.

Anyway, that's enough babbling from me, except to come to the real point which is to say a big, heartfelt and public thank you to Ian Madeley for the use of Moonlight, neither of us will forget seeing the mountains of Snowdonia from the water, and it was Ian who made it possible. Cheers, Mate!

Lots of love, Tiger & Cathy

WORM'S EYE VIEW

Memorable quotes of the week:

Finishing second in the practice race doesn't leave much room for a gradual improvement.

For three pounds Support Members are serviced by the Committee - Hon. Treas.

Basic Yotting Rules:

1. Make a good start. (This includes holding onto the tiller so that the gate launch doesn't pull it out of one's grasp), Oops.
2. Don't make a hash of the first beat. Aim to be first to the windward mark.

Corollary to Rule 2: Since everyone is trying to get there first, it's going to get crowded. It also gets harder to get there first. Why don't we change the rules?

3. Having got to the windward mark before all the others remember the following:
   a. Where the next mark is hiding
   b. Not to fall in (we did, it's embarrassing)
   c. The B....y Tally!!
4. Aim to sail faster every time you go out. Eventually you'll finish before you've started thus allowing more time in the bar.
5. When entering the harbour, don't try to get back into the boat using toestraps if the required bits of the anatomy aren't installed under them. You get wet ... and the idiot at the front then lets the boat fall over in hysterics. (Same stunt as in Tenby). There must be a cure somewhere ... Please!!

Acknowledgements: Thanks to Adam and Ian for giving enough guidance to a misguided missile so that the week was even more enjoyable to one of the many. Also, to six foot odd of beard and surprises for letting a not so tall bundle of Yorkshire Goodness drive him round the 'Oggin' and probably the bend!

Enough of this gibberish. This is the serious bit: Well done Pwllheli (is that bit spelt right?) Can we go back again soon! It certainly will go down in my top ten list of venues (probably even higher). If I could reach. K.G. 1112.

P.S. Thanks to our No. 1 combination for falling in during the last race, it made me feel better even if it didn't help the situation. But if they can do it, anyone can.

Poole Yacht Club - Osprey Minutes

Reasons for Sailing:

1. I like to feel the wind and spray, the sensation of speed, the great outdoors, etc.
2. I like the satisfaction of mastering the boat.
3. I get a masochistic enjoyment from the boat mastering me.
4. I enjoy the frustration of racing.
5. I enjoy no longer getting frustrated by racing (full marks for this one, but can you prove it?)
6. It's a habit I started when young.
7. I enjoy buying new sails.
8. I enjoy tinkering with the boat.
9. I enjoy the post mortem in the bar.
10. I enjoy the strategy/tactics etc.
11. I like winning.
12. I like not winning.
13. It gets me away from home.
14. I like sailors.
15. I don't like sailors.
16. I look good in a wet suit.
17. I hope to graduate to single handed round the world sailing (in an Osprey - a first you know).
18. I hope to graduate to Dayboat sailing (over 60s only).
19. I know that by buying an R19 I can carry on sailing into my dotage.
20. I am seeking to express my manliness.
21. I am seeking to attract a mate.
22. It's part of a long term plan to lose my wife/husband at sea.
23. It's the result of a failed plan to lose my wife/husband at sea.
24. It's the result of a previous incarnation as Captain Cook, Lord Nelson, etc.
25. Exercise ... it requires me to exercise or I put my back/knee /elbow out when sailing.
26. I doubles as an eye-sight test (getting silly now, not valid for those who have not sailed this last two years).
27. I like sitting on the centre-case when we run aground.
28. I am currently in profit with my insurance company.
29. I like annoying other people by passing them close to windward when off-wind.
30. I like annoying people with unnecessary lee-bow attacks.
31. I like annoying people by unnecessary close covering up-wind.
32. I just like annoying people.
33. It looks good on my C.V. (it doesn't, omit unless you don't want the job).
34. I am assuming it becomes enjoyable.
35. I wish I knew, if I did I could stop and savealoadacash. (SUN jargon).
36. Other.

Alan Laing, Osprey 959
"The shape of things to come"
Osprey Class Captain

Dear Editor,

Some Lateral Thinking on National Championship Host Club Selection.

Choice of nationals venues has created more hot air amongst the Osprey fraternity than the Montgolfier brothers ever used. The old adage "one man's meat is another man's poison" never rang truer. I have always nursed my own ideas of what is likely to make a good Nationals, as anticipated by the Osprey membership. This is important, as it is the anticipation that gets the numbers up, not how good it was in hindsight.

My personal view is that a venue is seen as a better bet if the club and the town are within walking distance of each other. Forget the details like race organisation, hardness of lavatory paper or price of beer. To test this theory, I enclose a graph of the attendance at the last 15 Nationals (all the ones I've been to) and whether the town is within walkable distance.

Sweet Editor, I rest my case. Hubby.

OSPREYS FOR SALE

615 Wood Mk. 2, Suits of Sails, Combi Trolley. £450. Phone Peter Holmes (0472) 697190.

617 'Wicked Lady' Mk. 3 conversion. New centrebox and transom, just redecked. Currently at Greenwich Yacht Club. Offers around £600. Contact Mr. P. Craven, 01 858 7874.

698. Excellent condition, with trolley and trailer. £500 ono. Tel: (0277) 625465.

722. Leader Sails, 2 centreboards, 2 rudders, road trailer and trolley. Tel: (0302) 785743.

853 Mk. 2 Westerly, road trailer. £550. Tel: Sheerness 663327.

855 Composite Mk. 2, Proctor mast, 2 suits of sails, combi-trailer. Phone Jerry Chappell (0472) 816484 (Humbermouth).

868 Mk. 2 Westerly, Wood. Good condition, repainted this season. New Proctor mast - Epsilon. Brand new spin. boom. Sails reasonable, Musto combi trailer and trolley quite new. £800. Phone Roger Lilley, 01 581 6556 (wk), 01 644 4751 (eves).

938 'Kindly Light' Wood Westerly Mk. 2. National Championships winner. Sails and mast although 3 years old are virtually unused. Complete with trailer, trolley and cover. £1200 ono. Phone Dennis West (0602) 383189.

939 Mk. 2 Wood. Launching trailer and over cover. Boat at Hornsey. Possibly Leader sails. £600. Phone Mr. Stead, 0262 601655.

1024 Bank Robber. Westerly Mk. III Wood. 12 month old set of Hoods. Proctor Epsilon. M&W foils. Harken fittings. Combi trailer and trolley. u/o cover. £1850 ono quick sale. Phone Stuart Crebo, 0392 860195 Exeter.

1061 Westerly Mk. 3 Gloss. Trailer and trolley. No cover. Musto sails, 2 spin. £850 ono. Phone Iain Williams (0656) 740565.

1150 Mark. III Westerly. G.R.P. £1100. Phone Craig 06333 5794.

1151 Mark. III Wood. Ayres & Graces. 11th at '87 Nationals. All new Leaders inc. unused spinnaker and genoa. Brand new mast. Garaged over winter. £2500. Tony Hodges, 0707 875490.

1180 Mk. 2 GRP. 2 suits of sails, overcover, trailer and trolley. £500 ono. Built approx. 20 years ago, and registered in 1980. It is a prototype glass fibre boat. Phone Malcolm Carr-West (0371) 850416 (Braintree).

1218 Porter GRP, Proctor Epsilon Mast. Stiff Hex boom. Rondar stock with glass sheathed rudder. Over and under cover. 1 suit of sails. £1500. Tel: Huw Pearce (0344) 771047 (Crowthorne).

1235 Glass, Porter built, Proctors, Banks, Harken. £3000. Rapide combitrailer £300, or £3250 for both. Tel: (0621) 892246 eves.

1247 Stringbag. Porter G.R.P. Hardly used. Proctor spars and combi trailer. 1 suit of Hoods. No crazing, boat at Newport. £3950. Phone John Ilife, 0873 2359.

1257 All wood, epoxy, minimum weight, all fast gear, ready to win. £4000. Tel: Andy, Cardiff 813763.

LOST

Lost at Pwllheli Nationals 1989, Alpha Mackenzie Harness, blue and white. Would the member who picked it up for safe keeping contact John Roderick 1119, Tel: 0656 652633.

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OSPREY VENUES 1990
Provisional Events for 1990

31 March - 1 April	Blithfield Open Meeting
28-29 April	BSC S.C. Open Meeting
5/6/7 May	Inland Championships, Oxford - very provisional, to be confirmed
12-13 May	Poole Open Meeting Southerns
2/3 June	Kielder Water Humbermouth Scottish & Northerns (there are some discussions going on to try and avoid this clash)
16/17 June	Mumbles Open Meeting Welsh & Midlands
30 June - 1 July	Hayling Island Open
21/22 July	Sheppey Open
28 July - 4 August	National Championships, Tenby
25/26/27 August	Burnham
26 August	Sheppey Round the Island
29/30 September	Lymington Open
13/14 October	Shoreham Open

