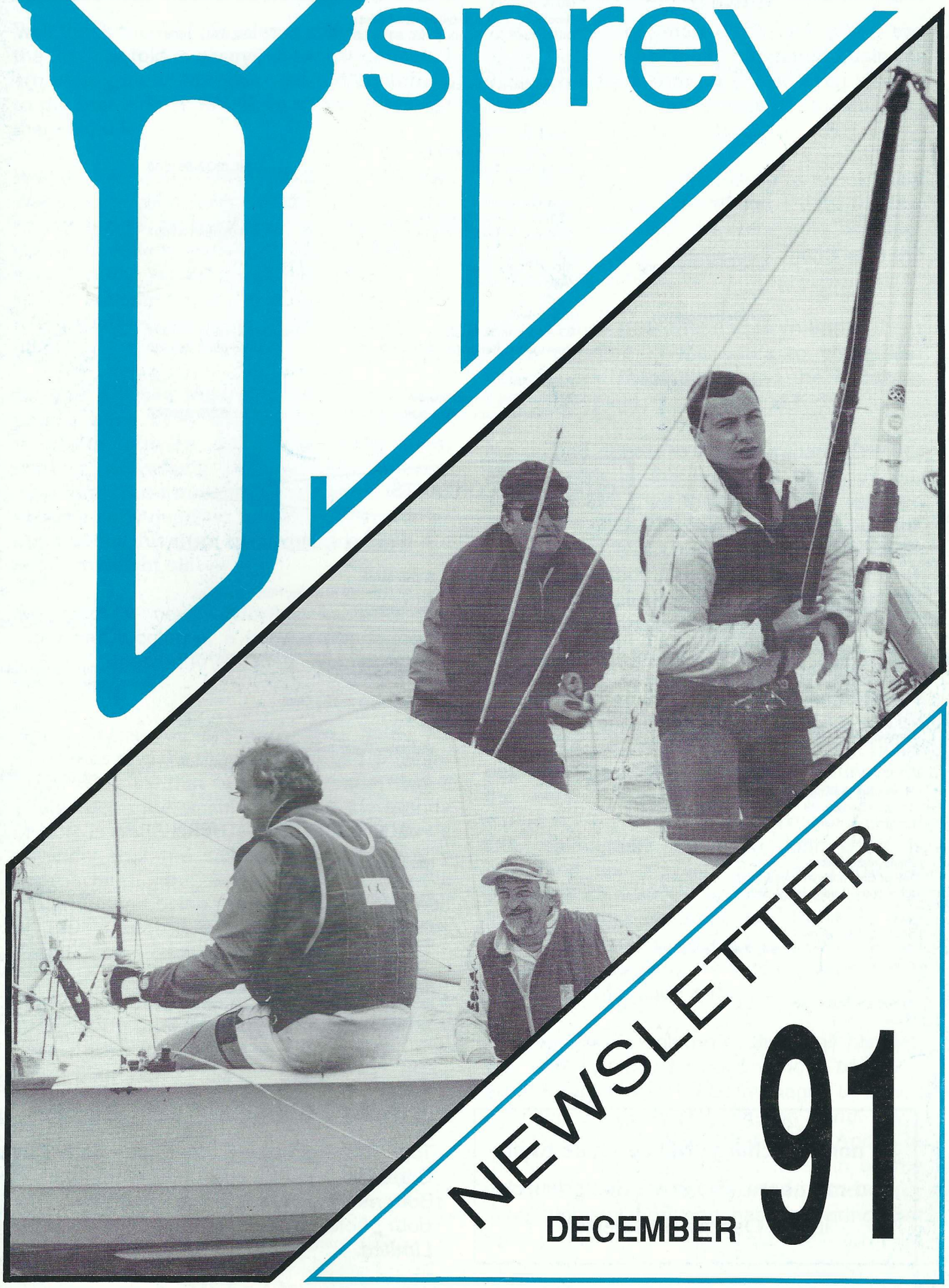
sprey



NEWSLETTER

DECEMBER **91**

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

COVER PICTURES:

Top: The Champions – Martin Lewis & David Gorringe.
Bottom: The Organiser – Ian Madeley.
Both photos by kind permission of Colloryan Limited.

TERRY'S TARRADIDDLE

Well that's the first Newsletter out of the way, the first I'm told is always the most difficult. I am very grateful to those who did contribute to my first effort and I hope all you guys out there liked it.

We are of course very grateful to Dolphin Watersports who very kindly paid for the newsletter to be sent out to you and of course to Alfie Hawksworth and his staff who spent many hours sticking on labels and licking envelopes, no doubt many pints were needed afterwards to get rid of the residue of glue!

As you will see from this issue many new people have been kind enough to provide you with articles and ideas, keep them coming its what's required for a lively magazine. But I must make a special plea to observe copy deadline I really do intend to be strict about this from now on ... cos I've run out of midnight oil!

We have a new Chairman to write the Chairman's column, a very warm welcome to Ian ... does he know what he's let himself in for I ask?

Well I guess you are all getting ready for Christmas and the thought of sailing is far far away. But in that quieter moment when you've done the washing up and the brandy or port is wearing off, you may like a gentle reminder that the sailing season is rapidly approaching, by browsing through the magazine and being reminded of the last half of 1991's season. I hope that they will be pleasant memories for everyone.

May I wish you, your families and friends a very Happy Christmas and a Successful New Year ... Cheers

Terry

PLEASE NOTE COPY DEADLINE

25th June for July Issue

1st November for December Issue

1st February for Broadsheet

CHAIRMAN'S COLUMN

Changes of Chairman don't take place too often, but it has actually happened again for those who don't know. It is also even less an occurrence for the Treasurer to change, certainly in latter years.

It is, therefore, my first duty to thank Huw Pearce for all his work as No 1 over the last four years and also his very able assistant Kathy, who gave considerable backing to the Chairman's duties.

We trust their new offspring Bryn brings them much pleasure in the years to come and hope to see them all around the circuit in future as typical Mum, Dad and Kid.

My second duty is to thank Graham Mant for all his work in the last nine years as our Treasurer and trust that it doesn't leave too much of a scar. The money men are our first line of defence of course and when the chips are down they manage to sit bravely unflustered while the arrows fly past, hanging on at all costs to the money in the kitty. Graham did all of that – thanks Graham.

There are of course others who have left the committee and in particular Oscar and Lisa Chess to whom thanks are also richly deserved for all their various activities over the years.

Our replacement Treasurer, John Lang, is now fired up and with his own particular brand of enthusiasm is hot on the trail of further monies to swell the funds of the Association and to protect the pot from all comers. So beware! Yorkshire Tykes are a force to be reckoned with!

Whereas Huw's column of July was his last, this is my first and I have various topics to air. During the year I have managed to attend 9 of the 20 Open Meetings on hand. As a result, the time between first – 13th April – to the last – 7th October – vanished in a time warp of motorways, sunshine, wind, rain, lager, conversation and hassle. During that time it has been noticeable that some of

these Open Meetings were held on the same day or weekend, which splits the fleet up a bit.

Bala, Royal Sovereign, Lord Birkett and Hornsea on one – Stewartby and Lymington on another.

These clashes sometimes are unavoidable as they are National Events rather than Osprey Events. However, it is also important that the Osprey is seen at these meetings and all those who can get to the midsummer events should make the attempt.

It is very disappointing to see the clash between Stewartby and Lymington as both events are usually well attended. Both clubs are forced to have Open Meetings with other classes. Please therefore can we have closer co-operation between these two in the future to try to avoid such a choice. I might then be able to get to both of them.

Whilst on the subject of Open Meetings, it would also be appreciated if Organisers gave some thought to those who have travelled to the event. They then might get higher attendances.

It is some 230 miles from Sheffield to Poole, Lymington and more to Kent and Cornwall. 230 – 250 miles is about 4.5 hours plus costs, but realistic on a Saturday morning leaving about 7.00am, 12 noon starts are virtually out of the question, as are Sunday 3.30pm race starts.

I have heard it said "Oh well, come on Friday then!" This means leaving at the latest at 5.00pm Friday, lodgings and food costs for two nights instead of one and disrupts work on Friday afternoon. Arriving home at 1.00am Monday ain't much fun either!

PLEASE Gentlemen of the appropriate Committees – give some thought to this matter!

By the time this hits the streets, Christmas will be upon us once again. We will have had our first winter meeting and a majority of the Open Meetings for next year will have been fixed, including the Inland Nationals scheduled for Kielder on the 2nd, 3rd and 4th of May 1992, which deserves special mention to ensure early booking. There are Log Cabins within yards of the club and Kielder's worthy band of cooks will, I am told, provide breakfasts en-masse. The Club is going to book several cabins and sharing will be the name of the game.

Some years ago when Ogston was on the circuit, I have seen 20 to 30 bodies (in sleeping bags) strewn around the floors happily enjoying their nights slumber in anticipation of their three course breakfast served by the local brigades. Log Cabins are slightly different, but the principle is the same. No driving and a good spirit of comraderie (All ... heads together). Kielder is a long way but well worth the trip. Hope to see everyone there.

Also under discussion is a trip to France with your Master of Ceremonies, Iain Williams.

I am told the Golden Fleece has been spotted in that area and Iain is after a minimum of 30 boats and crews with two long oars apiece to row Brittany Ferries 'Argonaut' in search. I am told he has the Lethal Weapon to find the Fleece and came across it with Dave Griffiths during a Pub Brawl in Mumbles concerning the state of Welsh Rugby.

The Lethal Weapon presently under their control was borrowed from Iraq. The story goes that whilst waiting at a traffic light in Baghdad in the early hours of the war, an enterprising Welsh Iraqi Computer Specialist (brought home for the fireworks display) grabbed the said Lethal Weapon (TV camera intact) and flew it home via the Channel Isles, the Golden Fleece was spotted, position noted and information traded to Williams for a ticket to enter Cardiff Arms Park as a true Welshman. The weapon came as part exchange on a side deal for four camels, two goats and Saddam's left ear. (During October I couldn't help feeling that Mr Williams had been very wise to keep away).

We don't know what happened to said Jones, but Williams is a new man of late. Hence there will shortly be further news on this subject, together with indicative pricings and the like. Hopefully this project will get off the sea and we can enjoy a very different weekend indeed. *(Eds Note: hope someone understands this).*

By the next Newsletter there will be more to comment on and no doubt as a result of two Committee Meetings and a Dinghy Show there will be plenty to bring to your notice.

Merry Christmas and a Happy New Year.

See you at Bloody Mary.

Ian Madeley

OSPREY SCOTTISH & NORTHERN CHAMPIONSHIP FILEY 13/14th July

Ospreys returned to Filey on the weekend of 13/14th July after a long absence. The turn-out of fifteen boats was very creditable as there are no longer any home boats, visitors travelling from as far afield as Poole and Kielder

Saturday saw a strong, gusting force 5 to 6 off-shore breeze whirling across the bay. The first race began with a general recall which none of the leading boats saw or heard. Most of us managed to complete two laps before realising something was amiss. All the boats got away the second time behind the Regatta fleets. The legs were somewhat short for Ospreys and in no time the leaders were round the windward mark and had their spinnakers flying on the first reach. It was very apparent that the conditions were very hairy and when the first three boats capsized the remainder decided that a fast two sailer was more sensible. The gybe mark provided more thrills and spills before the tight reach into the leeward mark. This leg proved that in a blow there is no substitute for plenty of weight as the heavier crews powered down the leg whilst lighter mortals had backwinded mainsails most of the time. The race was won by Dave Griffiths/Ian Williams in 1116 followed by Van Page/Nick Willis in 1265 with Mike Hood/Mike Smith in 1144 third. At one time it looked as though the wind was abating in time for the second race, but it was not to be. The gusts were just as strong and some were quite vicious making sure that everyone was kept on their toes in an effort to remain upright. This time round the wind had backed sufficiently for a very exciting three sail reach on the first off wind

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leg. The downwind leg proved the undoing of a number of boats, among them Dave Griffiths/Ian Williams and Bob Falconer/ Richard Taylor in 1175 who provided great spectator sport with spectacular capsizes. The race was taken by Van Page/Nick Willis in 1265 followed by Bob Falconer/Richard Taylor in 1175 and Mike Hood/Mike Smith in 1144. The courses could have been a lot bigger to satisfy most of us but I think it would be fair to say that all competitors finished the day battered and bruised and knowing they had been out in some tough conditions.

Sunday turned out hot and sunny with a sea breeze trying to beat the moderate off-shore south westerly. The result was very fickle light airs trying to get into the bay. It turned out to be a race officer's nightmare. The course had been set a great deal larger with the result that all competitors were battling against a strong outgoing tide in an attempt to stay upwind of the line. The start was delayed for about two hours waiting for the sea breeze to settle in. The first start was aborted as the wind died abruptly at the start and the tide pushed virtually all competitors over the line. When the race did eventually start, this time from inshore, it became a very one sided beat to the mark followed by a slow run to the wing mark and then a tight fetch/beat to the leeward mark. The windward mark was reached in one tack by all competitors where the race was finished with Van Page/Nick Willis and Gareth Caldwell/Nick Daley-Hunt in 1225 tying for first place as a result of a very strange decision by the race committee, Dave Griffiths/Ian Williams taking third.

By this time Van Page/Nick Willis had won overall and did not have to sail the last race which none of us relished, due to the conditions. Roger Edwardson in 1230 took a very early lead at the windward mark which he maintained throughout the race which was shortened very suddenly when he was two hundred yards from the line. Neil Metcalfe in 1203 took second with Dave Griffiths in third.

For those who wonder how the same people always seem to end up at the front, Saturdays racing had the answer. Not one of the leading bunch of 5 – 6 boats stayed upright throughout the racing. They pushed their boats and crews to the limits which resulted in capsizes but also significantly stretched their lead over the remainder.

Overall Results

1st	Van Page & Nick Willis	1265
2nd	Dave Griffiths & Ian Williams	1116
3rd	Gareth Caldwell & Nick Daley-Hunt	1225
4th	Mike Hood & Mike Smith	1144
5th	Neil Metcalfe	1203
6th	John Lang & Malcolm Clack	1178

John Lang

OPEN MEETING REPORTS

BURNHAM-ON-CROUCH 24th – 26th August

10 Ospreys gathered at Burnham-on-Crouch for their annual participation in the bank holiday weekend part of Burnham Week. This year the whole event attracted about 400 entrants of which over 100 were dinghies. A large high pushing up from Biscay meant light and variable winds for the first three days. As a result of this the race committee from the Royal Corinthian Yacht Club had little choice but to send the dinghy fleets up the Crouch with the incoming tide after postponements on each day.

On Saturday the race started with a beat up river, the fleet splitting between north and south bank. John Lang (1178) started on the south bank crossing the river after 400 yards into a stronger breeze enabling him to establish an early lead in front of Roger Blake (1167). By this time the tide was in full ebb and the race involved short tacking up the banks to a distant mark hastily dropped by the rescue boat as the original had gone missing! The ebbing tide gave John Lang (1178) a substantial lead once he was round Bridgemarsh mark which was maintained to

the finish. Roger Blake (1167) finished 2nd with Dave Chalkley (1259) 3rd.

Sunday's conditions were very similar except that the wind was coming up the river making it a running start. There was very little difference in boat speed down tide the positions altering as each boat picked up what little wind there was in the very patchy conditions. Bob Falconer (1175) rounded Canewdon first to begin tacking against the tide back to the Corinthian. Ed Brown (1240) and John Lang (1178), both well back at the mark, picked their way through the fleet to 2nd and 3rd respectively before deciding to cross the tide to the north bank. At this point Ed Brown sailed under Bob Falconer's lee to gain the lead which he maintained until the finish. A bad mistake by Bob Falconer in not crossing the finishing line left John Lang (1178) in 2nd and Dan Lewis (1256), having sailed through most of the fleet down the north bank, in 3rd.

On Monday the wind if anything was even lighter at the start. The lead up the river constantly changed until John Lang (1178) crept up the north bank from the back of the fleet in his own private wind into a good lead prior to losing the wind completely as a raft of at least 4 classes bunched together approaching the mark at Cliff. Ed Brown (1240) reached in from the south bank across the tide to round the mark first just before the chaos of about 40 boats arrived. The Osprey fleet went off in different directions to try and find some wind. John Lang (1178) went for the island obtaining clear air and rounding Canewdon 2nd followed by Bob Falconer (1175) who had taken the other bank to catch the stronger tide.

Returning down the river close tacking on the south bank Ed Brown (1240) managed to pull away and Bob Falconer (1175) sailed through John Lang (1178). At some stage a decision had to be made to cross the foul tide to the north bank. John Lang (1178) went first having decided to cut his losses and go for it. Bob Falconer (1175) put in another few tacks on the south bank whilst Ed Brown (1240) tried to cover across the river. John Lang (1178) reached the stronger wind first leaving Bob Falconer (1175) and sailing under the lee of Ed Brown (1240) to establish a 200 yard lead at the north bank in the freshening force 2 to 3 breeze. This left the first three boats with a good trapezing sail against the tide to the finish with the positions unchanged. With this result John Lang and Malcolm Clack retained the trophy.

Before going home, 1178, with John Dyson crewing, went on to win Tuesday's race in a pleasant force 3 down the river to the Inner Crouch and the Roach in the two man fast handicap fleet with 1259 Dave Chalkley in 3rd. Those of you who remember MEGA MEGA Adrian Mullen will be interested to note that having spent all weekend telling all the Ospreys how fast 505s were was totally stuffed over the water by both John Lang and Dave Chalkley. I trust Dave continued the good work for the rest of the week in between severe bouts of lager slurping. All in all a superb holiday weekend's racing. But I would say that, wouldn't I, cos it's Burnham!!

Results

1st	J M Lang & M D Clack "Psycho" 1.5 pts	1178
2nd	E Brown & J Gorringe "Barking Policeman" 2.75 pts	1240
3rd	R Blake & J Dyson "Dodger" 6 pts	1167

John Lang

JACK IN THE BASKET
LYMINGTON TOWN SAILING CLUB
5/6th October 1991

The traditional grand finale of the Osprey circuit, hosted by Lymington Town S.C., took place over the weekend of 5th and 6th October 1991.

About 20 Ospreys, all visitors, turned up to compete for the coveted Jack in the Basket trophy. With enthusiasm only slightly dampened by the rain and light winds, the Ospreys and 470's set off for the race area to the east of Lymington river.

With two fleets, and two races scheduled for each day, the Race Officer couldn't afford any lengthy delays. Race one started about half an hour behind schedule due to a shifting

light breeze. Amazingly the fleet got away first time, even though the ripping tide was carrying the boats upwind at a rate of knots.

At the weather mark, National Champions Martin Lewis and Dave Gorringe in Schiafino (1207) established a reasonable lead from the pursuing bunch. By the end of the first triangle, 1207, 1175, 1198, and 1085 had broken clear of the fleet. Blue Moon (1198) found the advantageous shifts on the following upwind leg, overhauling 1175. With the strong tides, the downwind legs seemed to last forever, as well as being very difficult to judge. Blue Moon found some extra breeze on the run to slip through to leeward of Schiafino. Schiafino also sailed into the lea of a 470, resulting in 1175 and 1085 moving into second and third behind 1198. These positions remained unchanged to the finish, with Phil Angrave and Gary Steele taking line honours.

The 470's became stranded with no wind on a downwind leg, resulting in the Ospreys having a long wait for their second race. Eventually, having finished the 470's, the Race Officer abandoned for the day due to time constraints.

The sun came out on Sunday, but the wind remained light and variable. Chris Gorringe and wife Nadia (1223) showed devastating skill on the first leg of Race two. 1223 led at the weather mark, with a mass of Ospreys arriving together some distance behind. The race really started at this mark as each boat tried to judge the extreme tides. 1223 held on at the front until the end of the run, when Mad Bob in 1175 took Blind Faith too high. Toothpick and Blue Moon took advantage of the situation, and sailed on to take first and second respectively. Many boats failed to finish within the prescribed 40 minutes of the leader.

With one race to go, it was wide open between 1198, 1085, and 1175 for overall honours, although 1198 had the advantage of holding a first and second already.

Mad Bob found a short-cut on the first beat of Race three, and opened up a huge advantage on the following downwind legs. Alan Laing and Peter Frith (1267) held a comfortable second place with Oscar Chess and Charlie (1085) ahead of the pack in third place.

These leading places remained the same for two laps, with much place changing occurring further down the fleet. At the start of the final beat it was still unclear who would win overall. The issue was settled on the approaches to the finish line. The 1267 boys turned on their Pwllheli turbo speed and grasped race victory from the clenches of Mad Bob. Phil Angrave and Gary Steele held on to fourth place, but this was academic with 1175 failing to take the win he needed.

Once again Lymington Town S.C. did the Osprey fleet proud with a well organised, enjoyable event. The Race Officer did extremely well to get three races sailed on good courses, given the instability of the conditions. Thanks to all who worked hard to make the event a success. Long live the Jack in the Basket!

Overall Results

1st	Phil Angrave & Gary Steele Poole Y.C.	
	Blue Moon	1198
2nd	Oscar Chess & Charlie B.S.C.S.C.	
	Toothpick	1085
3rd	Bob Falconer & Richard Taylor Broxbourne	
	Aida	1175
4th	Alan Laing & Peter Frith Poole Y.C	
	Another Swift Half	1267
5th	Martin Lewis & Dave Gorringe Poole Y.C.	
	Schiafino	1207

Phil Angrave

Bala
6th July

Bala was in its splendour with the sun on blue water and surrounded by strikingly green countryside. The early turn-out of boats had all the makings of this being an excellent event.

The variety of boats was as varied as any you will find at any large regatta. The entrants started to arrive in force around 9.45am for a start originally scheduled for 12.00 am. the number of entrants last year

was around 90, but this year the list totalled 121. In all there were three fleets, but the starts saw two of these merged. The temperature was ideal, with few wearing full wet suits, many without spraysuits. Even the water seemed warm when inadvertently entered!

After launching over the pebbles, the wind died and, for the first time in this events history, the committee boat was used for the start. The course to be used was not decided for getting on for an hour as the wind remained uncertain to non existent. When it did return, it was to the southern shore, varying in strength from under force 1 to, at most, force 3 with 20° or 30° shifts which were to prove extremely tiring over the 3 odd hours of the race.

The start caused confusion for some with several boats not certain how the signals were being timed, as it seemed somewhat different from the briefing received on the foreshore. The author was one such and got away about two minutes late! what a wonderful if a somewhat frustrating sight it is to see over a hundred boats in front of you, creating some of the most disturbed air you are ever likely to encounter!

Radical tactics were called for. Behaving like a sheep was not one of them. Leaving the fleet to starboard was the only way to find clear air but held the penalty of flukey wind on the southern shore. On the first lap, it proved to be the right thing to do, but was not on the next two. The race then proceeded past two other marks on a fast planing close reach and then on down the lake to the distant mark at the south-western end about $2^1/2$ miles away.

All the way the wind kept shifting between a beat and a fetch, one moment allowing you to plane on the fetch to then find you were pointing so far off that you had to return to a beat. This would happen every one hundred metres. All thoughts that a beam to broad spinnaker reach would be the outcome of the return leg were soon dispelled as it turned out to be just more beating and close reaching.

The northern shore proved to be the best return route as the wind had had time to steady after coming off the land opposite and gave a much better chance of good performance. On the last half of this leg, as the hills were approached again, most of the fleet was now in the centre of the lake and not receiving good winds. The few boats on the lee shore were able to overtake about forty of those in mid lake and this felt most rewarding.

However, the other members of the small 5 boat Osprey fleet (mainly Blithfield S.C. members) had done much the same and still the author was last of these remarkable boats that seem to come into their own during this type of sailing. Once back to the top of the course, there were 10 marks to sail round before the long leg to the other end again. Each short leg at the top end provided some fine fast reaches with one true run. The last half of the race saw winds increase in strength and the top end legs became stretchers of ability, most notably with the Fireballs that started planing at what must have been close to their top speed. The Ospreys were also planing well and there was little in it. However, all good things come to an end and the beat/fetch to the other end started again.

The race was a spirited affair with two clear battles going on between the Ospreys. Initially the Coopers in 1243 were the second boat round the windward mark and led the Griffiths in 1238. The Coopers lost contention in the front group of boats after heading towards the wrong mark on lap 2. They gradually closed the gap again to 24 seconds but clearly 3+ hours on the water wasn't sufficient time to make good!

The other dual was between Ian Madeley (1252) and Mike Potter (832 – Beezneez IV – formerly Chaotic, now with a much revised rig and control system) which started during the second lap after the latter had claimed back much of the poor start. An epic struggle took place with their positions swopping time and again over two hours of closely contested racing. Ian was the eventual winner of this local scrap by 29 seconds after the

author went for a short swim!

First and last finishing Ospreys were separated by 6 minutes and 43 seconds after 3 hours and 36 minutes on the water, but this accounted for 16 places in such a large fleet. Last boat home was a Merlin Rocket with an elapsed time of 4 hours 52 minutes.

Unlike last year, there was little opportunity to use a spinnaker well. Most of it was close reaches and this made for really hard work, even with 27 stone combined crew weights. Because of the variable winds the slower boats appeared to fare well against the faster boats and this tended to account for the less favourable results of the faster craft. The almost traditional 505 (only 5 took part) and Osprey scrap took place with only one 505 able to finish ahead of the lead Osprey.

Last year saw more Ospreys taking part. A total of 5 Ospreys entered this time with 4 finishing in the results. This was not a significant turn-out and other helms who would normally travel the Open Circuit missed an event that is now a classic. All who took part had an exciting, enjoyable day, pitting their skills against not only their fellow class members, but also against some very seasoned helms in the other classes.

Results

15th	J.Griffiths/P.Griffiths. SSC	3hr.29m30s	1238
17th	A.Cooper/J.Cooper. Blithfield	3hr.29m54s	1243
35th	I.Madeley/A.Clamp Blithfield	3hr.35m44s	1252
36th	M.Potter/T.Potter Blithfield	3hr.36m13s	832
DNF	K.Jones/A.Lindon Greens Forge	–	420

How to get there:
Bala Lake is only about 2 hours from Birmingham along the M6, then M54 to the A5 until just after Shrewsbury, when you turn off along the B4396 to Knockin and then a good run up through the Welsh hills on fairly clear roads (Bala is well signposted). If tempted to come next year, have a word with one of those listed above as most came over the hills which avoids the A5 holiday traffic and which could add another hour or so. If still in doubt, give the author a call (0785-822861) and join the Blithfield convoy! They had 13 boats and were far and away the largest fleet after the host club.

Mike Potter 832
Blithfield Sailing Club

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From the Front

Twenty one Ospreys braved the weather reports of a gale eight on Saturday to come to Minnis Bay. The race committee had a hard decision to make for the scheduled long distance race, as despite numerous phone calls to the local Coastguard to check the imminent weather, six to seven possibly eight was all they could offer. Due to the number of boats that had travelled to Minnis (65 in total for the regatta) the race committee put on a two lap course to a mark off Reculver Towers, four miles west of Minnis Bay. This

made an interesting broad reach start in a force five to six. The Ospreys had separate starts for each race and in the first Dave Chalkley and Anthony Cabbage got off to a flying start with Vanny Page and Nick Willis. Mike Speller and Tony Murphy were level with Dave Griffiths and Iain Williams until Kissing the Pink ended up kissing the green but a spectacular recovery kept them in the running.

With most boats capsizing at least once, except Vanny and Nick and John Lang and Malcolm Clack, the final positions were Dave and Iain first, Vanny and Nick second, John and Malcolm third and Mike and Tony scraping through for fourth after Bob Falconer and Richard Taylor capsized for the fourth time while trying to tack through the lee of K.T.P.

After quite a heavy night with free food and disco for all the second race started in a westerly force one instead of the forecast easterly two to three. The tide caught out some of the visitors (we had to have something up our sleeves) with the race being led more or less from the start to finish by Minnis Bay's Commodore Barry Northrop and Bryn Watkins, Mike and Tony and Dave and Iain both managed to pass Barry and Bryn at some stage but they sailed faultlessly missing all the holes to take first by a large margin. Second was Mike and Tony, third Dave and Iain and in forth another local Peter Farrow and Matthew Setterfield. The rest of the fleet, including Vanny and Nick, John and Malcolm were stranded trying to stem the tide at the South Margate Buoy in the channel but finished inside the time limit. This left the fight for first place to the last race with any one of five boats in with a chance.

The race started in a light two to three but apart from a few long gusts generally dropped throughout. Mike and Tony thought they were over at the start and returned leaving the race to be led by Dave and Anthony with Vanny and Nick second and Bob and Richard third. Vanny and Nick impressively pulled through to take the lead with Bob overtaking Dave and Steve to take second. After a poor start John and Malcolm worked their way up to finish in third place which gave them third overall on a tie-break. Dave and Anthony finished fourth dropping from first as the wind dropped.

Kissing the Pink inc.

MINNIS BAY SAILING CLUB
REGATTA 1991
SPECIAL SAILING INSTRUCTIONS

ON THE WATER ADJUDICATION

1. Kissing the Pink will both be on the water adjudicator and competitor.

2. Regardless of which side the boom is on Kissing the Pink will be assumed to be on Starboard Tack.

3. All other boats will be considered to be the windward or overtaking boat to Kissing the Pink.

4. Kissing the Pink in the role of adjudicator can at any time call a foul requiring a 720 penalty to be performed. There is **NO** appeal.

5. All adjudication must be allowed to take place from the front of the fleet.

6. Rule 68.1 amendment – no protest may be lodged in relation to Kissing the Pink.

we will win somehow if it kills us
productions inc
(a subsidiary of KTP Productions inc)

The National Osprey Class Association wishes to acknowledge the kind permission of

"Kissing the Pink Productions Inc"

to reproduce the above "rules" which were displayed at MBSC Regatta

(no one took any notice of them of course).

(Editor's Note: I have often thought that the front and back of a larger fleet race are totally different! Read on – what do you think!)

From The Back

The Saturday Race was a long distance event planned over some 20 – 30 miles along the coast, westwards to Herne Bay Pier and then back to the club, normally taking some three hours. As force 8 winds were due, the race was re-routed to Reculver some four miles from the club slipway and then back round a couple of marks for a second lap.The race saw 42+ boats of all types start with spinnakers set over the start line in a force 3 wind. The broad reach cum dead run was exhilarating and took about 25 minutes to the first mark, planing and surfing off the rollers and waves until we reached Reculver Towers. On the return leg, the beat over the 3ft high rollers and gusting winds made for some interesting racing to the end of the first lap. Several boats found that taking the inshore line appeared to give them a better opportunity but there the waves were shorter and were possibly more troublesome so the benefit gained may not have been so great. We felt that we gained several positions by sticking out in the channel. Turning round the top mark into the second lap, the wind was at force 4 and a number of boats had already retired. The spinnaker was set and the boat planed over the start / finish line on a hairy dead run down the coast to Reculver again. During this the wind increased steadily to about force 6 at the end of the leg and the inshore line was definitely not the route to take. During this leg we passed a couple of the mid fleet boats. The ride was not only exhilarating but on occasions somewhat frightening as the four miles covered took just under 15 minutes giving an average boat speed of 16+ knots at the far end of a dead run. The ride felt like being on a high wire on a bike! The only way to keep the boat steady was with the rudder as it was not possible to use weight bias quickly enough.

After downing the spinnaker, the hairiest gybe ever was performed and fortunately, without mishap. The return was then very difficult in the wind as it was thought to be passing through the top end of force 6 into force 7 and the seas were high with waves and spray off every roller. In the boat, the whole rig was shaking and the main sail was flapping like a flag even though sheeted hard. The mast was bending alarmingly even with full ram and only the jib sail was able to pull effectively! We had horizontal rain and sea spray over the windward foredeck which was really quite painful on the face. The boat plunged off one wave and into the next to raise massive bow waves with heavy spray coming directly from there over the two members of the crew who were fully outstretched. The race had now turned into a survival exercise. It took nearly 45 minutes to beat back to the top of the course and then over the finish line for the final time with exhaustion very near! Due to knock-downs, we were the last boat to finish at 22nd. What had happened to the others! 20+ boats had retired, 4 with broken masts, a couple with torn sails and a number with broken fittings. The wind dropped some 30 minutes later but it continued to rain hard into the evening and the two year drought in this part of Kent was now thought to be over!

During the night, the threatened storms and gales blew themselves out and the Sunday morning saw winds of only force 1 to 2. The second race of the event (the first on Sunday) was very much a drifting match and careful judgement of tides and wind were needed to reach the outer mark. The race was anybody's as the current played a very important part in the tactics. Even the author led the race on the first leg for all of a couple of hundred yards, though it wasn't to last! At one stage the wind died and saw the boats only able to match the current and not reach the outer buoy for some 45 minutes even though they were only 20 metres from it. Only one complete lap was achieved and the race was ended after nearly two hours.

The third race was held in the late afternoon with winds consistently at force 2. The racing was keen with some 20 or so Ospreys split into 3 sets of boats with each having their own race. The back markers had their own

'set-to' and while keen racing was much the order of the day, marks would often see a moderate 'coming together'. Unfortunately a protest saw the end of racing over a minor point like missing the start-line buoy on the laps! How unreasonable!

During the Saturday evening, the clubhouse was equipped for a disco dance session clearly enjoyed by the local younger club members. The visiting Osprey fleet and also local hosts preferred slightly less noise and departed for Indian and Greek food in the local town.

Whilst this event is the main Regatta for the club, there were not that many other boats involved and the poor weather conditions obviously kept a large number away. For this visiting helm, it will be remembered for providing the hairiest sailing experienced in 20 years!

Mike Potter

(Editor's Note: As a matter of interest the Regatta was the best attended around our local clubs!)

Overall Positions

1st	Blaze of Glory 2.75 Pts V. Page/N. Willis. Hayling	1265
2nd	Lethal Weapon 3.75 Pts D. Griffiths/I. Williams. Poole	1116
3rd	Psycho 6 Pts J. Laing/M. Clack. W'Riding	1178
4th	Kissing the Pink 6 Pts M. Speller/T. Murphy Minnis Bay	1258
5th	Liquidator 6.75 Pts B. Northrop/B. Watkins Minnis Bay	1118
6th	Aida 7 Pts B. Falconer/R. Taylor. Broxbourne	1175

Have you completed your Membership Application for 1992 yet?

The National Championships

Pwllheli Sailing Club
27th July to 2nd August

report by Bob Falconer

This year's Open Meetings had enjoyed for the most part winds of various strengths and, mercifully, rarely offered the drifting conditions frequently encountered last season. Tenby a splendid celebration of light airs, will remain, for many, ever branded onto their very souls.

As this years week approached the question was whether further mental punishment could be endured or perhaps .... taking nothing for granted, God .... honest! .... we would have some sailing. The 505's and FD's at Pwllheli and Abersoch had a very mixed bag of hoolies and calms during preceding weeks. A "High" was established to the south, its northernmost influence being felt as the fleet trekked towards Pwllheli through the majestic mountains of Snowdonia, these rising above Cardigan Bay our Battleground for the week.

With Ian Porter elsewhere, Oscar Chess and Dave Griffiths now rivals and, almost winning at will. Also a good number of teams, both new and established, having shown worrying amounts of boat speed "On the Circuit", the weeks racing looked set to be a nail-bitingly close series.

The Pwllheli peninsular is guarded by a grey forbidding council estate, not so much like the mountain range to the East but more like sad lumps of displaced granite and slate lined around picnic areas and car parks. Anyway for whatever reason there is stacks of space (heaven for a London Dweller even with the estate) at the club for all requirements. Whether to fine tune, check measurements, fill and fair, or whatever is required to ensure that explosive championship boats speed; send or take the family down to't sea and sand; or just get p----d ... er sorry ... er drunk, it's all there, except for crowds of holiday-makers. The sailing club and it's friendly, welcoming members

provided all requisites for a very enjoyable week ... as long as we got some wind ... Saturday evening and things did not look good. The tension building in athletes brought to a peak by meticulous physiological attention, manifest itself when Iain Williams put himself into heavy strapping for the week by pulling ligaments in his ankle ... climbing club stairs to the bar I believe! Whilst I tore a cartilage in my knee while lying under the boat filling a screw head. (Believe that and you'll believe anything!)

Sunday – Practice Race

Oh? ... what a lovely novelty ... flat calm, Cardigan Bay looking and feeling like a giant solar panel should have been plugged into the National Grid. The fleet eagerly took to their boats putting in 4 to 5 hours on the hotplate before the race cancellation had them being towed back in. After all it is gratifying to have a real reason for laying waste to the bar, rather than the usual "I like lager" excuse.

Monday – 1st Points Race

A light W to NW breeze sufficient for Richard Smith, our Race Officer, to set a course, allowed the first counting race to get away on time. However as the wind slowly died and writhed its way through huge shifts, marks had to be moved for each leg and a large part of the fleet had the time limit to contend with as well as other competitors. Despite this Martin Lewis and Dave Gorringe served due notice that they were going to attack these conditions and won handsomely from Andy Postle and Stuart Aston. Alan Laing and Pete Frith in their new machine took third. The conditions punished any lapse of concentration, but rewarded some with personal lifts rather like the one that John Lang and Malcolm Clack ruthlessly exploited to leap from where they would like to consider nowhere, to slip into fourth place on the final leg.

Tuesday – 2nd Points Race

Breeze today with some trapezing during the early part of the race, but only after a short postponement to await a settled direction for course setting. Again the afternoon brought increasingly light and flukey conditions, wing mark becoming windward mark on one round only to find the final beat 120 degrees further North to finish a shortened race. Alarmingly for everyone else, the first three places of the first race had been repeated; Lewis, Postle and Laing helming with 100% consistency. Van Page with Nick Willis no doubt having spotted a lift off of one of the enormous jelly-fish basking inshore, pulled up in true Psycho fashion to steal fourth place. Bob Falconer, in very obvious agony, with Richard Taylor in the first race of their series, finished ahead of Oscar and Lisa Chess, in fifth place. Crashing through the riplets, 1175 sailing perfectly balanced by Richards Port ear hiking just to windward of the centre-board case, it was just a matter of swiftly returning to the shore where medics (private) would once again encase Bobs shattered leg in carbon-fibre splints and carry him to the bar ... God, I'm almost enjoying writing this report. The breeze finally puffed to a halt leaving the latter part of the fleet getting ... er? ... later.

Wednesday – 3rd Points Race

Aah! this looked better ... tufty grass on the dunes in concerted motion a crisp packet from Tuesdays holiday-maker ... (or was she here on Monday, I don't think we had one yesterday) ... windpressed against a boats standing rigging. The race was started on time but an infringement on the gate boats and more importantly a massive wind shift was answered with a general recall. A prolonged period of waiting for the wind to settle its direction only heralded a dramatic increase to a Force 6 from the West with seas building up as a result. The eventual start was spectacular if only to see the startling speed of the upwind bound Lethal Weapon with Dave and Iain hanging on. Using the clear air advantage of the path-finder they left all trailing, including the gate-boat, building a lead that was held to the finish. The "heavy weather" specialists freaked completely, decided that any mark would do as a target and taking " reaching off in a blow" a little too literally with G-Force distorted faces and baretoothed grins blitzed the wing mark.

All photos on this page by Margaret McDonald



Some came in style

The Boat Park

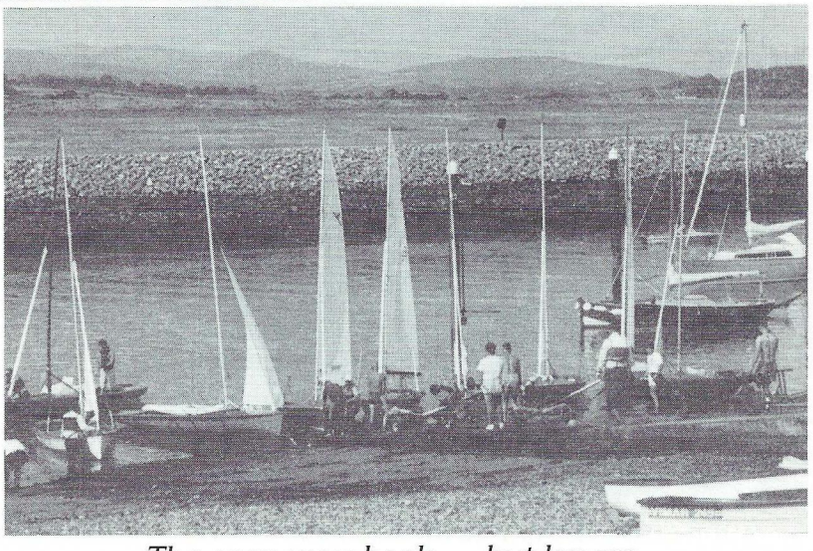




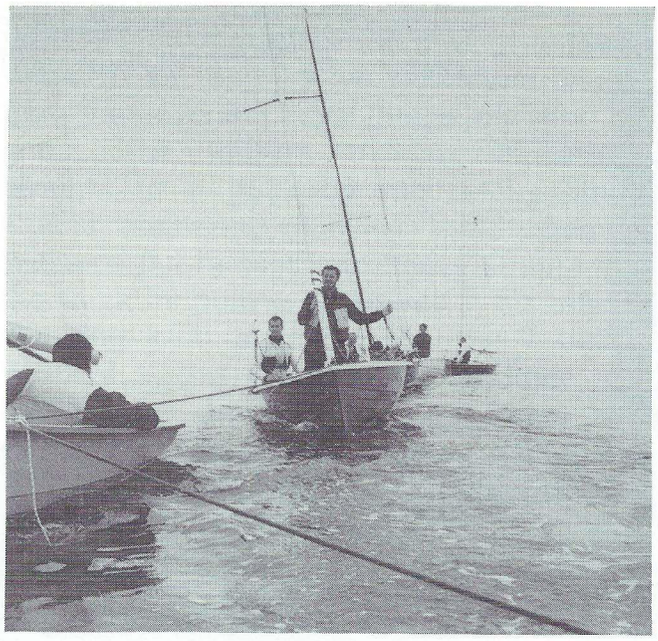
The fleet being towed in yet again!



The hard way back



The easy way back ... but longer



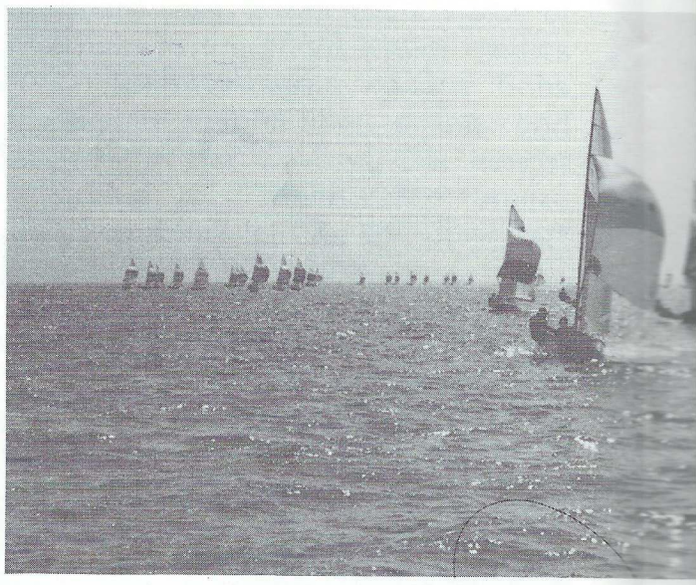
The all too often Tow In!



Hugh on his way to



Bob & Richard on a Rare Plane



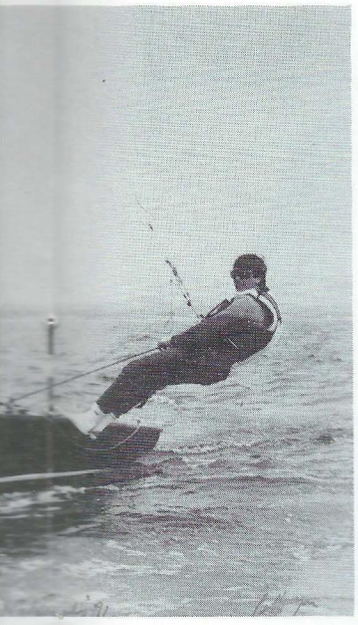
The Fleets at Sea Again. Photo cou



An even rarer warm day.
Note the shorts.



Pathfinder
All photos by Colloryan un



vay to retire the Chair.



Lots and Lots of Wind you Guys.



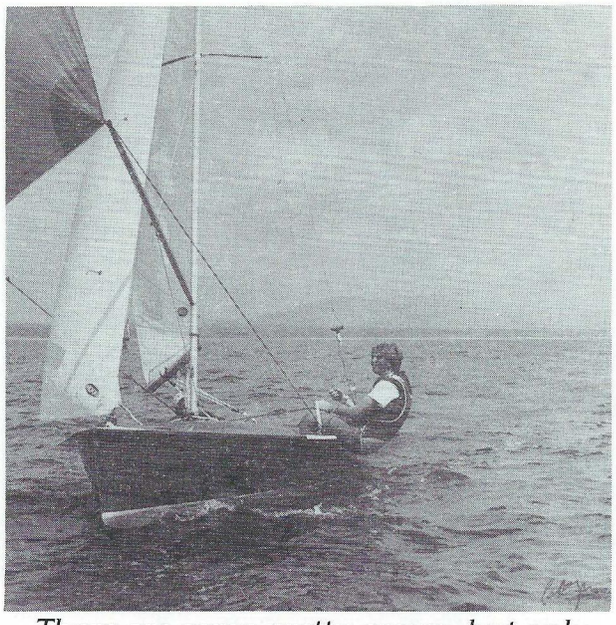
oto courtesy Commodore of Pwllheli.



The Lethal Pair with a Bone in their teeth.



finder Tooz!
yan unless otherwise stated.



There are some pretty crews, but only for a King!

CAPTION COMPETITION



Photograph 1
Mike Speller and Tony Murphy
Kissing the Pink



Photograph 2
Nick Jones and Keith Dingle
Quatlepanqui

Note cigarette in Nick's mouth



All photos by Colloryan

Photograph 3
Graham & Christopher Mant
Cheetara

Enter the competition and win the Editor's Prize!

The best entries will be published in the next Newsletter.

See page 27 for entry form and details.

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So the leading boats on the first reach were greeted with Dave Chalkley and Steve Watson (you'll always be Hagar to me, Editors Note and me too) in company with Nigel Skudder and Robin Tooz-Hobson and the rest of the squadron reaching in on a reciprocal course ... frankly, my heart bled ... no don't snigger. Skudder using the power generated by "Toots", are you sure he measures?, moved very quickly through the fleet to finish in third place almost over-hauling Steve Rich and Dan Lewis in Legal Eagle.

Steve Rich, of course, choosing the highly competitive Osprey fleet as the anvil upon which to beat mind and body into the condition necessary to win the 91 Laser Nationals ... or, does he just like Lager too?

Of the previous days leaders Andy Postle showed championship consistency in fourth place, only being overhauled by 1195 on the final beat and 1175 taking fifth place.

The conditions had become quite severe at times with many capsizes, retirements and breakages. The waves had made the rescue boats crews task extremely fraught with even the race yachts helping out. The committee boat assisting a stricken Osprey, caught a warp around its prop and it was left to Richard Smith, Secretary, Chauffeur and Alan Clamp on hooter, to set the finish line whilst sitting waist deep in what started as a Dory but looked more like a Jacuzzi when I passed by.

Actually conditions are relative; Alan Clamp had been in the water for so long with a turtled Sunlight that he'd opted for the Finish Boat as somewhere to rest and dry out!

Naturally after a day like that what else but to swap stories over a pint (more like "story over pints"). Reports came down to us beer squaddies that the siege of the bar was causing regional concern, re-stocking having occurred twice and that by the end of the evening more had been drunk than the Fireball Fleet had managed during their entire week with twice the people. It must be said though, that Osprey people remain jovial, genial gentlefolk never falling over or becoming rowdy, the evening ending as each becomes best characterised by the saying about "The lights being on but there being no-one home". The club had organised live local bands for our entertainment and very capable they were too, in both Welsh and English, although not simultaneously ... I don't think? ... or perhaps I don't remember!

Thursday – 4th Points Race

Our sailing heaven was unfortunately penetrated by vandals during the night. No doubt blaming society and venting the inevitable frustration of the unrealized potential of youth. A club Dory was chosen as a suitable vehicle for political dissension ... or maybe they just like lager? Anyway the race was unavoidably postponed until 5 o'clock whilst repairs were attempted.

The race finally got away in sufficient breeze for trapezing with a lumpy sea left over from the blow of the previous day and night. This time Schiafino did not command from the outset. Ian Wilson and Dave Shepherd sailing in their usual methodical way had been putting a very consistent series together and as path-finders had got off to a fine start. It was Phil Angrave with this years crew Gary Steele who stole a march on the fleet, going hard right they had established a big lead which, in the event, they were about to be under pressure to relinquish. Oscar Chess, Tim White and now the inevitable Andy Postle were pushing their way towards the leaders, but, confident in the speed of his boat, Martin Lewis hauled 1207 across the line in first place, heading Wilson, Chess and Angrave in that order.

Friday – 5th Points Race

The final day dawned with all but the very top places very much open for the taking. Martin Lewis was virtually unassailable having been awarded redress for assisting a distressed Nadia Hosie in Wednesday's blow. Andy Postle looked set for second barring disaster. Ian Wilson was less safe in his

position but at least had a small margin between him and the next six boats who were all within five points of one another. At least seven boats in the top ten were about to gain their final overall positions on their performance in this race and all were very capable of beating the others.

The Breeze took a while to build and settle in direction, the race finally getting away towards midday. 1175 as path-finder made the best of the clear air and led around the first mark followed by Stiff Stuff. The latter moved into the lead on the gybe mark of the third round having dropped their spinnaker and stayed high on the second reach. They ultimately went on to win the race gilding a fine series of results with third place overall.

Confirming their position as this years Champions Martin Lewis and Dave Gorringe pulled up to second. Bob Falconer held onto third place leaving him in fourth place overall. Van Page repeated his fourth place of Tuesday but had not been blessed with the best of fortune during the week. Likewise Dave Griffiths, belatedly improving and Alan Laing slipping back after gear failure in Race 3. Andy Postle and Stuart Aston had shown remarkable consistency throughout the week in both the weather extremes, thoroughly deserving their second place overall.

Well that's it ... although clearly biased, I thoroughly enjoyed the week. The relaxed atmosphere and hospitality of Pwllheli Sailing Club, from my point of view, was far more conducive to the enjoyment of the sailing and social aspects than a high profile resort venue. I'm sure that most of the people who went to Pwllheli this year would agree with my sentiments but only 57 entrants would suggest that many were rather dubious. Perhaps those that were there will spread the message that when next the Osprey Fleet visits Pwllheli it will be a week that really should not be missed.

Editor's Note: Thanks Bob for a great report, your last paragraph just begs for comment from other competitors ... so how about it you guys out there lets have your views on this year's Nationals! for the next newsletter.

Trophies Trophies Trophies

Do You Have any Trophies ?

The Association urgently needs to take stock of its Trophies. The following actions are needed

1. Each trophy needs to be valued.

2. Each trophy requires to have its winner engraved for each year it has been won.

3. Each trophy needs to be checked for damage and repaired if necessary.

It is really important that this is done so if you are a trophy holder could you, to ensure that the above actions can be carried out, please arrange for your trophies to

1. Be valued and updated yourself.

2. Be given to the Fleet Rep/Committee Member from your club in time to bring it to the next committee meeting to be held on the 8th February.

3. Be handed to me, Nick Willis, personally or send them **very well packed** by recorded delivery to me at

   1 Sundale Cottages,
   Longmoor Road,
   Greatham, Hants. GU33 6AW.

If you need any help with this matter please contact me on 04207 - 319.

It really is very important that we get the trophies valued so please, please, please, make sure that you get yours to me by hook or by crook.

Thanks.

Nick Willis

Osprey National Championships Results

Boat	Helm	Crew	Race 1	Race 2	Race 3	Race 4	Race 5	Points	Pos'n
1207	Martin Lewis	David Gorringe	0.75	0.75	1.06	0.75	2.00	3.31	1
1111	Andrew Postle	Stuart Aston	2.00	2.00	4.00	5.00	6.00	13.30	2
1260	Ian Wilson	Dave Shepherd	5.00	7.00	10.00	2.00	0.75	14.75	3
1175	Bob Falconer	Richard Taylor	60.00	5.00	5.00	10.00	3.00	23.00	4
1165	Dave Griffiths	Iain Williams	13.00	11.00	0.75	9.00	5.00	25.75	5
1267	Alan Laing	Peter Frith	3.00	3.00	58.00	11.00	10.00	27.00	6
1085	Oscar Chess	Lisa Chess	7.00	6.00	58.00	3.00	12.00	28.00	7
1265	Van Page	Nick Willis	9.00	4.00	12.00	15.00	4.00	29.00	8
1231	Tim White	Chris White	18.00	9.00	7.00	6.00	8.00	30.00	9
1195	Nigel Skudder	Robin Toozs-Hobson	10.00	10.00	3.00	7.00	18.00	30.00	10
1225	Gareth Caldwell	Nik Daily-Hunt	22.00	14.00	11.00	8.00	7.00	40.00	11
1198	Phil Angrave	Gary Steele	14.00	13.00	58.00	4.00	9.00	40.00	12
1256	Steve Rich	Dan Lewis	17.00	23.00	2.00	18.00	14.00	51.00	13
1178	John M Lang	Malcolm Clack	4.00	16.00	58.00	19.00	15.00	54.00	14
1259	Dave Chalkley	Steve Watson	23.00	27.00	8.00	14.00	13.00	58.00	15
824	Mick Greenland	Russell Wheeler	8.00	8.00	18.00	30.00	29.00	63.00	16
1203	Neil Metcalfe	Joe Denton	15.00	12.00	58.00	22.00	17.00	66.00	17
1255	Adam Bowers	Mark Buswell	27.00	15.00	58.00	16.00	11.00	69.00	18
1140	Johnathan Gorringe	Rob Gillespie	38.00	58.00	6.00	17.00	16.00	77.00	19
1258	Mike Speller	Tony Murphy	12.00	20.00	58.00	21.00	26.00	79.00	20
1230	Roger Edwardson	David Eynon	30.00	28.00	21.00	12.00	19.00	80.00	21
1223	Chris Gorringe	Nadia Hosie	11.00	22.00	58.00	28.00	22.00	83.00	22
1238	J.A.Griffiths	P.D.Griffiths	36.00	21.00	17.00	13.00	33.00	84.00	23
1153	L.J.Postle	A.R.Hosking	26.00	18.00	22.00	20.00	27.00	86.00	24
1240	Ed Browne	Huw Pearce	6.00	25.00	23.00	32.00	58.00	86.00	25
1024	Gavin Rose	Terry Greene	32.00	58.00	13.00	27.00	20.00	92.00	26
1036	John Abraham	Don Flannery	20.00	58.00	27.00	24.00	23.00	94.00	27
1217	Mike Jakeways	Ian Beardsmore	34.00	26.00	58.00	25.00	24.00	109.00	28
1243	J.Cooper	R.Cooper	44.00	58.00	9.00	26.00	31.00	110.00	29
1205	Keith Gibbons	Duncan Hindley	40.00	30.00	16.00	36.00	34.00	116.00	30
1184	Gerry Chappell	Ben Sharlotte	28.00	58.00	20.00	34.00	35.00	117.00	31
1244	R.E.Pilcher	J.Holgate	47.00	33.00	26.00	33.00	25.00	117.00	32
1137	Simon Northrop	Oliver Northrop	35.00	58.00	14.00	37.00	41.00	127.00	33
1209	Richard Cleminshaw	Elaine Cleminshaw	19.00	19.00	58.00	58.00	32.00	128.00	34
1239	Andy Reed	James Dring	25.00	58.00	15.00	45.00	43.00	128.00	35
555	John Shenton	Tim Kift	37.00	24.00	58.00	38.00	30.00	129.00	36
1194	Geoff Stubbs	Martin Bower	33.00	58.00	58.00	23.00	21.00	135.00	37
1262	Jeffery Wear	Richard Wear	41.00	29.00	58.00	29.00	39.00	138.00	38
1087	Dave Metcalfe	Ian McIntyre	21.00	58.00	28.00	46.00	45.00	140.00	39
1251	Bob Thomas	P.Taylor	43.00	31.00	58.00	31.00	38.00	143.00	40
1215	Russell Butterfield	Simon Milner	39.00	58.00	24.00	43.00	42.00	148.00	41
1233	Nick Jones	Keith Dingle	55.00	17.00	58.00	40.00	36.00	148.00	42
753	Ben Duke	Tim Harrington	29.00	58.00	58.00	35.00	28.00	150.00	43
1181	Ken King	Alison Caldwell	31.00	32.00	58.00	42.00	46.00	151.00	44
919	Jane Seymour	Chris Seymour	16.00	59.00	58.00	47.00	44.00	165.00	45
888	Phil Holt	David/Catherine Holt	24.00	58.00	58.00	44.00	40.00	166.00	46
1031	R.C.W.Myatt	S.Offer	48.00	58.00	25.00	52.00	50.00	175.00	47
1018	A.C.Mottram	B.Smith	52.00	58.00	19.00	53.00	58.00	182.00	48
1118	B.J.Northrop	R.Young	50.00	58.00	58.00	41.00	37.00	186.00	49
662	Andrew Holdgate	Phillip Cope	51.00	58.00	58.00	39.00	47.00	195.00	50
1197	Peter Farrow	Bert Fokkema	45.00	58.00	58.00	51.00	49.00	203.00	51
695	Terry McDonald	Andy McDonald	46.00	58.00	58.00	50.00	52.00	206.00	52
1112	Graham Mant	Christopher Mant	49.00	58.00	60.00	55.00	48.00	210.00	53
1079	E.H.O'Conner	P.S.Ford	54.00	57.00	58.00	49.00	53.00	213.00	54
220	Matt Butler	Juliet Ferguson	56.00	58.00	58.00	48.00	51.00	213.00	55
663	Chris Dodds	James Wealands	42.00	58.00	58.00	59.00	60.00	217.00	56
1252	Ian Madeley	Alan Clamp	53.00	58.00	58.00	54.00	60.00	223.00	57

Cold Weather Thoughts

It is the weather at this time of year that makes many of us decide to act 'normally' by staying inside and watching the activities of others on the water from the warmth and safety of the Clubhouse or car.

By inference if we who stay inside are normal, then those on the water have got to be a little crazy. Certainly, some passion for the sport is definitely being shown. A passion has been described by someone or other as a 'little madness', so the inference is justified and probably correct.

However, if you haven't tried it, then sailing in the colder times of the year is an experience that ought to be sampled, if only to prove that you were probably right in the first place!

To sail regularly at this time of the year, it is well worth understanding the degrees of coldness that can be experienced and the dangers in not knowing the warning signs of more serious consequences.

The Problem – Cold weather sailing is thought to start when the ambient temperature is below 10°C (50°F) as the additional wind-chill factor then begins to play a significant role. To understand what this means, it is said that every knot of wind represents 1°F or 1/2°C of chill factor. So for a 20knt wind, the chill factor is minus 10°C, you are clearly sailing in freezing conditions and hypothermia must be considered.

This has been seen regularly here in summer conditions when the sufferer has been exposed to moderately high winds even when the ambient was 20°C and when no particular protection has been worn.

The writer has experienced severe chilling in the tropics in overcast conditions with ambient temperatures of 30°C (86°F). Shorts and T shirts are the order of the day there and on this occasion, the sun was not available to give that little extra warmth to reduce the chilling effect. After two hours on the water, it took a warm shower and couple of cups of coffee to stop the shivers and teeth rattling. Hypothermia is clearly a hazard.

Hypothermia – is a condition where the body no longer has the ability to maintain its core temperature of 37°C. The body will start to burn up energy quickly to replace heat loss and when this is not enough, the core temperature will drop. At 35°C, the body is seeing the onset of hypothermia. It is a condition that can take you unawares if you do not recognise the signs. Firstly, the heart rate increases to pump blood faster and to burn more energy. Then the shivers set in. Following on from this, the flow of blood at the extremities will cease and the blue effect will be noticed and feeling will be lost. The body is trying to retain its heat by making the body skin and fat layers act as an insulation. Often the victim doesn't feel the cold, even though his skin will feel icy to the touch. Some people quite often experience the numbing effect but are seldom on the water long enough to see the next effect, the slowing down of bodily movement.

It is at this stage that the real danger is not the actual sailing, but the inability to do much if a capsize occurs. The water temperature, particularly on inland sites, is close to that of the air temperature and immersion in it can often accelerate the hypothermic process, rendering the victims almost incapable of assisting themselves.

In weather conditions where this can happen, it is vital that the rescue boat is on hand to take charge. If the victims are clearly taking too long to resolve their situation, the rescue boat crew will be fully justified in over-ruling the dinghy helm and taking charge.

The sufferers of hypothermia have to be treated carefully. It is unwise to apply direct heat in the form of a hot shower or bath as this can cause the flow of blood to essential

organs to be diverted and shock can result. It is best to reduce body heat loss by adding further layers of insulation and keeping them out of the wind and allowing the body temperature to lift naturally. A warm drink might help but it should not be 'hot'. Any person in this state should be stabilised as mentioned and then medical help summoned.

Once warmth is being generated, the second problem occurs and can be very painful.

Parethesia – is the symptom we all have experienced from time to time. Basically it is the experience of warmth and feeling returning to numbed parts of the body and best described as 'pins and needles'. At its mildest, it is very uncomfortable and at its worst it can be excruciating.

People just off the water, with numb fingers and limbs (the early signs of potential hypothermia) would be well advised to work the parts that are affected and try to restore the blood flow quickly. This can reduce the pain to an uncomfortable level instead of the agony that can follow when the whole limb (if you are that badly chilled) begins to recognise that it is part of the 'living' world.

The wise sailor will recognise the numb limb symptom as the onset of hypothermia and get off the water before more serious and potentially unmanageable trouble develops.

The answer to the above is to avoid the likelihood of being affected by them by either staying off the water altogether, certainly if the temperature is 10°C or lower, or wearing appropriate gear and eating well beforehand.

Dietary thoughts – We all know that there is little else better for combating the cold than having a good meal inside yourself before venturing forth. What is not generally known is just when the energy levels in food come into play.

Complex carbohydrates – often seen in the form of potatoes, pasta and most vegetables, have the most complex molecular structure and the body takes up to three hours to break the starch down into usable simple sugars that the muscles can utilise.

Complex sugars – the first stage reached when starch has been processed, still has to be reprocessed by the body into simple sugar and this can take an hour or so before it is of use. These are seen as fruit or as the sugar used in your tea or coffee.

Simple sugars – are basically glucose alone, 'Sport' drinks contain such sugars. Glucose tablets also provide rapidly usable sources of energy. About 20 minutes is needed for glucose to have its effect.

A word of warning for those who might consider a tipple as being useful, alcohol taken before sailing in cold conditions might make you feel warm, but can actually bring on the effects of hypothermia far more rapidly. Alcohol depresses the body's nervous system and the heightening of bodily activity to counter the heat loss doesn't always take place. A person can become hypothermic quickly, alcohol is best used after the race.

The solution – in order to tackle this problem, most UK sailors wear either wet or dry suits most of the year. Such gear is useful, but it is important to also recognise the limitations of the gear.

Cold weather gear does not come with 'TOG' rating as do Duvets, though it might not be a bad idea if it did!

Do not underestimate the chilling effect of wind, spray and low ambients. In summer, the body is estimated to use up to 300 calories/hour in a force four sailing wind and an ambient of 20°C. In winter, in an ambient of 10°C, a force 4 wind will require 600+

calories/hour. Heat loss at a greater rate than this will bring on hypothermia very rapidly, in minutes. Immersion in water at 5°C could render a person in a wet suit partially hypothermic in a couple of minutes, depending on how cold they were already.

A wet suit is fine for summer sailing provided it is also covered with a spray suit also, to avoid additional heat loss through evaporation of surface water directly in touch with the neoprene. At temperatures from 10°C to 5°C, a wet suit is only just acceptable as long as it stays dry. The correct wear would be to use a dry suit with an inner thermal underwear layer. Added to this should be good gloves, boots and a balaclava. Below 5°C, a wet suit even in a dry state will be altogether inadequate. The cost of gear for winter sailing is not inconsiderable. The following ought to be food for thought

Dry Suit	£200
Boots	£30
Balaclava	£20
Gloves	£20
Thermal Vest	£30
Spray Suit	£40
Approximate Total	£340

With all this in mind, it may well be fairer to one and all to be more 'normal' at this time of year.

Mike Potter

Thanks Thanks Thanks Thanks Thanks

John and Janet Shenton would like to pass on their grateful thanks to

Graham Mant

for his kind help in getting Janet transported from the Nationals to a family bereavement.

Membership Renewal

Yes it's that time again, Subscriptions are due on January the 1st, what's more its a very special situation this year because of the changes in the Associations Bank Account.

The Treasurer (one of those Yorkshire Dykes Ian was on about ... Whoops sorry Ian that should have been Tykes, slip of the word-processor) **insists that if we pay by standing order we must complete a new mandate** which forms part of the enclosed Application Form.

The reason for this is that the Association has changed its Bank Account and you need to make sure that your money gets to the right place. You will need your sticker and membership to ensure you can race next year so PLEASE PLEASE PLEASE make sure that you complete your mandate. If you do not already pay by standing order, why not do so, its much easier than having to remember to send a cheque!

Also please send your membership form back to "John the Treas" his address is shown on the Application Form, he needs a few Christmas Presents.

RYA Publish

"APPEAL CASES 1962 – 1991"

The new book is divided into two halves, the first in rule order, giving the essences of applicable RYA cases that relate to each rule. The second half lists the cases in full and chronological order. The book is edited by Mary Pera, John Reed RYA Racing Manager, believes people who do not have a copy maybe at a grave disadvantage.

Copies available the RYA at Eastleigh or at the RYA Stand at the London Boat Show. Price £10.

Caption Competition Entry Form

The idea is to write, hopefully, funny one-liners for the Photographs shown on the right hand underside of the Centre Spread.

The rules are simple, apart from being an Association Member, you must

1. Write at least one caption for each of the three photographs. You may of course write as many as you like.

2. Your entry must have reached the Editor by January 8th 1992.

3. The Editor's decision is final.

What I ask you cry is the prize! well the answer is a bottle of "Champagne", not to be missed, it will certainly be a worth while prize! Some of the best ones will be used at the Dinghy Exhibition.

So all you have to do is complete the form below and add your captions and return them to the Editor

Terry McDonald
29 Harold Road
Minnis Bay
Birchington
Kent CT7 9NA

Name .....

Address .....

.....

.....

.....

If you don't want to tear this out of your Newsletter, please photocopy or even hand write a duplicate.

My Caption/Captions for Photograph One Kissing the Pink are:

1.

2.

3.

4.

My Caption/Captions for Photograph Two Quatlepanqui are:

1.

2.

3.

4.

My Caption/Captions for Photograph Three Cheetara are:

1.

2.

3.

4.

OPEN MEETING REPORTS

Continued

Kielder Water Sailing Club
1st & 2nd June 1991

The Race Officer, Cliff Pattinson, set a long distance course to take us around the 14 miles of Kielder Water. With a Northerly force 2 to 3 the boats set off on a two mile beat to the first mark, with John Lang getting well ahead only to find that the wind had died to nothing at the top of the lake. Roger Edwardson, from the home club, was able to hold his spinnaker all the way to the next mark and round inside John and take the lead. The race had now become a drifter with both Roger and John getting away and building up a lead of almost a mile on the next boat. Typically the wind filled in from behind and Gareth Cauldwell was able to overtake both Roger and John and take line honours with Roger closely followed by John.

In the second race John Lang was to lead from start to finish. The Race Officer had set a right angled Olympic course close to the clubhouse so that spectators had a good view of the circuit. Roger and Gareth were involved, early on, in a port/starboard incident, but having done his 720 turns Gareth recovered well and fought hard throughout the race. Ed Brown and Dave Chalkley lying second and third respectively, tacked off up the lake after the first triangle only to find that Roger who was lying fourth, got a lift off Plashetts shore and moved up to second place on the beat. These positions were held until the finish with Gareth finishing in third place.

Sunday morning dawned cold and misty (not unusual conditions for Kielder), with winds building up to no more than force 2 during this race. Again John showed his dominance to win Race 3 comfortably from Gareth and Ed Brown. Roger and Nick Jones got entangled in a luffing match to find both Bob Thomas and Dave Chalkley cut through having sailed directly to the mark.

The rain came, the wind increased and Race 4 got underway. The Race Officer struggled to set a course but eventually got the fleet away. The race started with a good first beat with Roger first to the windward mark, closely followed by John. Ed Brown and Gareth Cauldwell got involved in a luffing match up into the quarry and both lost the wind never to recover. Gareth retired as the wind swung round and the rest of the race became a procession round the cans. John rapidly overtook Roger and these positions were held to the end. Bob Thomas was going well and just failed to hold Ed Brown out of third place.

Kielder will hold the Inland Nationals on the 2/3/4th May next year. It is the biggest inland water in Europe and will really suit the Ospreys. Please support this event at our new Clubhouse, it is a long way to come but it will be worth it – I promise!

Roger Edwardson

Overall Results

1	John Lang	2.25
2	Gareth Cauldwell	5.75
3	Roger Edwardson	6.00
4	Ed Brown	
5	Dave Chalkley	
6	Bob Thomas	
7	Nick Jones	

Stewartby
5th & 6th October

The Stewartby Open Meeting was held on the 5th and 6th of October and we would like to extend our thanks to all those who came to visit.

There were very light winds and this tested the helms to the full. The first race was won by Mike Speller and Tony Murphy in 1258, indeed they also won the second race. I'm sure that the predominance of 'Pink' on the boat has something to do with the successes.

Should I paint my boat Pink I ask myself? ... No sack the crew!

In the evening we were challenged to various games by the Kestrel fleet and although outnumbered we gave a fair account. (Quality v Quantity) We won the beer race, however this required Dave Chalkley to knock over the table which was used for the booze.

Sunday was similar to Saturday in that the winds were on the light side. The first race was won by Dave Chalkley and Steve Watson. The second race was one where positions kept changing, due to large wind shifts. This was the highlight of the weekend for my crew, James was dragged out of a Cadet to crew for me. (His first race in a real boat). On the first reach with the kite set, (well nearly) we sailed over the entire fleet and came out in first position. We held that position for a lap and then ... yes I blew it. I don't think I should have asked James to gybe the kite. The race was eventually won by John Shenton and Tim Kift.

The third race saw the return of the Pink Peril and this ensured that they won the series. Now for a question, does anybody know where the Stewartby Open Meeting Trophy is ? Mike and Tony have worked hard all year to win an event and we were unable to present the Charles Wells Trophy.

The Race Positions

Race	1	2	3	4	5	O/A Pos
Mike Speller	1	1	2	4	1	1
Dave Chalkley	2	2	1	2	6	2
John Shenton	DNS	DNS	3	1	2	3
Roger Mant	3	3	4	5	4	4
Nick Jones	5	6	5	3	3	5
David Jones	DNS	4	4	6	5	6
Robert Palmer	5	5	7	7	DNS	7

Hope that we will get better support next year – see you there

Nick Jones

Marconi Regatta 25th & 27th May

Over 120 boats took part in the annual Spring Bank Holiday Regatta. Visitors from numerous clubs and classes enjoyed the hospitality, sunshine and (unfortunately) light winds.

A total of seven Ospreys attended this event; this being their first visit to the club as an open meeting.

On Saturday a fleet of forty dinghies and catamarans took part in a handicap race. Those from the Blackwater Club competed for the Marconi Dinghy Challenge Cup and the remainder for an RNLI Pennant. The winners of the Pennant Race were Roger Blake and John Tyson in Dodger, Osprey 1167.

Each class over the Sunday and Monday were scheduled to sail 4 races, with three to count. Due to the number of Ospreys they were given a separate start in front of the fast handicap. The Sunday morning race began with a beat against the tide and a light breeze.

The wind continued to be light and all the boats, including the Ospreys floated around for hours before retiring for a late lunch. During lunch the wind filled in, but as soon as the race commenced the wind dropped completely and most of the boats ran out of time.

Bank Holiday Monday brought sunshine and a little more wind. Due to light winds shorter courses were selected. The morning race was led by the 'Magician' until about 100 yards from the finishing line. All boats then proceeded to sail backwards. They all tacked relentlessly to gain precious inches and eventually the wind filled in. A fight to the finish ensued between 'Screaming Eagle' and the 'Magician', it was to be a magic finish!

The afternoon race was sailed in glorious sunshine – wonderful for the spectators who could practically observe all the race from a deck chair on the beach!

For most of the race the Ospreys all stayed together, no-one really taking a lead. On the last leg 'Pink Panther' went into the lead closely followed by the 'Magician' and 'Screaming Eagle' and they crossed the line in that order.

Whilst awaiting the results an unexpected event occurred, both 'Screaming Eagle' and 'Pink Panther' were disqualified due to misdemeanours during the final race.

The overall winner became Ken King in the 'Magician' followed by two visiting boats from Minnis Bay, Simon and Oliver Northrop in the 'Blues Brothers' and Mike Speller and Tony Murphy in 'Kissing the Pink' taking second and third respectively.

Ken King

Results

1	1181 The Magician, Marconi
2	1137 The Blues Brothers, Minnis Bay
3	1258 Kissing the Pink, Minnis Bay
4	1256 Legal Eagle, Marconi
5	1167 The Dodger
6	1226 Screaming Eagle
7	919 Pink Panther, Stone

SECRETARY'S REPORT

Well here I am again putting pen to paper, so to speak. Having just about got used to the idea of being in retirement this Autumn I'm again trying to organise my thoughts, with Terry breathing down my neck waiting for the copy.

It's been a funny sort of year really – Nick's crew problems have meant that we couldn't attend as many Osprey Opens as we would have hoped, so it's all been a bit gappy. However, we got to Hayling Island, Kielder, and a couple of others, so the summer wasn't as boring as it might have been. The number of phone calls received was pretty high (i.e. plenty of people ringing up just as dinner is put on the table, or just after I've climbed into the bath).

This year also showed a significant increase in the number of people phoning up and saying 'Hi – we met at the Nationals' and then launching into such a rapid account of the marvels of their particular Osprey that I can't squeeze a word in edgeways to find out what their name is! Perhaps the next purchase to make the Secretary's life easier could be a voice recognition device. *(if you are going to answer the phone straight from the bath then we will all plumb for a Video Phone Hilary).*

I've just been to the Autumn Committee meeting and am pleased to be able to report that we have an excellent programme of Opens planned for next year. **Any clubs not yet booked please contact me as soon as possible!!!!!!!**

That's about it for now – I look forward to seeing the more hardy souls among you at the Bloody Mary and the more sensible of you at Sailboat '92.

Wishing you all a Watertight Christmas and a Buoyant New Year, with not too many unplanned gybes along the way.

Hilary Jones

alias the Alternative Secretary
c/o (but not responsible in any way for) 1233

OSPREYS FOR SALE

179 Mk II, no trolley. Craig Whitby 0483-301517 (Hamble)

480 Mk II with new buoyancy bags, repainted 1989, revarnished recently, trailer and trolley, new cover. Jake King 031-556-5528 (Edinburgh)

Composite Osprey Built by Jones around 1970, trailer, trolley and cover £500. Nick Richards, Derby 677985

597 Mk II GRP trolley £400. Mark Hardy 0472-822269

615 Wood Mk II, two suits sails, Combi Trolley, £450. Peter Holmes 0472-697190

735 Mk II "Letosprey" Proctor Spars, 1 suit Mountfield, combi, £650 ono. Mark Gillieland 0722-338861 (Salisbury)

788 Cover, trailer, trolley, £200. 081-853-4672 (Weekdays) 0903-872-837 (Weekends) Worthing

799 Well maintained cover, trolley, £450 ono. 0273-595629

856 Mk II 2 suits sails, cover, trailer, trolley, £800. Ken John 0267-83580 (Carmarthen)

900 Wood Mk II £900 ono. Jane Cratherne 0223-892062

1018 Westerly Wood Mk III, combi, 2 suits of Leaders, £1250 ono. Albert Mottram 0889-582370

1076 Westerly GRP, good condition, Hood Sails, combi, £875 ono. 0761-43459 (Bristol)

1081 Westerly Wood Mk III, combi, Hoods, Epsilon Mast £2250 ono. Roger Mant 0234-741382

1150 Westerly GRP Mk III, £900 ono. Craig 06333-5794

1238 John Griffiths Leaders combi £3750 ono. 0834-812617

1255 'Demon' Porter GRP, National Champion last two years, new sails for Nationals 1990, little used since, spare boom, epsilon combi, under & over cover, £3500 ono. Peter Tart 0705-465002 (Hayling Island)

BITS & PIECES

Wanted second hand mast – good condition. Send details to Michael Waters, 433 Louth Road, New Waltham, Grimsby DN36 4PP.

Wanted second hand spinnaker – contact Jerry Ashton, 112 Barton Hill Drive, Minster, Sheerness on Sea, Kent ME12 3NF.

Wanted boom for Osprey 53 – for cruising. Phone Tom Sperry 0488-683857.

Please Notify the Secretary if you buy or sell any of these items.

OSPREY BUILDERS

For GRP/Wooden Boats

Porter Brothers
John King Shipyard
King Street
Emsworth
Hants PO10 7AY

Tel.
0243 - 377522

For Wooden Boats

Guy Winder Boats
Hollins Lane Garage
Baildon
Shipley
West Yorkshire

Tel.
(Works) Bradford 583223
(Home) Bradford 586642

Osprey R.Y.A. Measurers

1. Hugh Carter
2. Charles Curry
3. Nick Jones
4. Andy Harrop
5. Mike Jakeways
6. Ted May
7. Huw Pearce
8. Iain Williams

Osprey Events & Open Meetings 1992 – Provisional

7th & 8th March	Dinghy Exhibition
Late March	Draycot (Invitation only)
25th & 26th April	British Steel
2nd/3rd/4th May	*Inland Championships, Kielder Water
24th/25th/26th May	*Le Havre (Location to be confirmed)
20th & 21st June	Southern Championships, Minnis Bay
27th & 28th June	Hayling Island
4th & 5th July	Poole Regatta
	*Lord Birkett
11th & 12th July	Blithfield
1st-7th August	**NATIONAL CHAMPIONSHIPS,** Poole
16th August	Hayling Island Regatta
17th-21st August	Federation Week, Hayling Island
29th/30th/31st August	Burnham
12th & 13th September	Welsh & Midlands, Stewartby
Early September	*Round the Island Race, Sheppey
10th & 11th October	Endeavour Trophy (Invitation only)

DATES TO BE ARRANGED:

Scottish & Northerns	Lymington
Humbermouth	Marconi
Mumbles	

* Denotes special events for the purposes of the Wilkinson Sword Trophy.

One special event and four best Opens to count (Home club Open or Nationals not included).

The Wilkinson Sword to be presented at the Nationals.

