National Osprey Class Association



Magazine December 1992

Osprey Class Association Committee

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Pictures:

A Nominal Charge will be made to all non-members who advertise privately in the Osprey Newsletter

Cover Picture: Bob Faulkener leading some of the Hot Shots

All photographs appear in this edition by kind permission of Colloryan

Terrys Tarradidle

I gather that the last newsletter was well received, it was particularly pleasing since it was the first one completely provided from the Editors DTP and printed locally. Thanks for all the kind comments.

Many people both inside and outside the Association have commented that this publication is too good to be called a Newsletter and should be labelled Magazine. "NOCA NEWS" was probably OK but the "National Osprey Class Association Magazine" somehow seems more appropriate to the publication of today (and the last few years) so here you have it!

I don't like moaning ... well not too much anyway, but yes you guessed, I am going to. Results and reports of meetings are not appearing in my mail and there is only one person responsible for this grave omission ... yes its the Fleet Reps on the opposite page.

Guys **"YOU DO NOT HAVE TO WRITE UP THE REPORTS"** but you are responsible for making sure that someone in your club does and that they reach the Editor on time! my own still hasn't despite chasing! I can't keep chasing you as well so lets make a New Years Resolution that **you will get reports and photographs to the Editor in 1993**. Please remember I can't get everything typed up at the last minute and get the mag out on time, so the earlier your Open Meeting the earlier its report should reach me.

Which reminds me its the season of good cheer so I'll stop moaning say a BIG THANK YOU to all the contributors and wish everyone a very Happy Christmas, a Prosperous New Year and a Successful Sailing Season. Have one for me as you sit in front of your fire reading the magazine which has some exciting information in it

Best wishes for a good season in 1993

Terry

Please Note Copy deadlines

1st June for July Issue

1st November for December Issue

Open Meeting Reports & Photos

as Soon after the event as Possible Please

Chairmans Coloumn

By the time this is read, Christmas will be nearly here again. In writing this in late October it seems odd to be even thinking about it.

However Merry Christmas to you all and if it is not too much to ask, a Happy New Year. After this year, we need plenty of that don't we?

Since my last comments, various important matters have occurred, not least of which our designer, Ian Proctor, passed away just prior to our annual celebration of sailing.

For those of you who knew Ian personally and others by virtue of the Osprey and other boats the Nationals was a time to remember that had it not been for him, none of us would have been together at that time. Maybe other boats would have captured our individual attentions, but none collectively as the Osprey.

As an Association we conveyed our respects to his wife and family from the Nationals and in late September Huw and I attended a Thanksgiving Service held in Warsash amongst many from the yachting fraternity at large. This was attended by many of Ian's friends to say goodbye. The church was full to overflowing and from many of the words said of Ian it was clear just how full a life he had led, devoting many hours to his family, sailing boats and the design of them. At the service, one of the speakers, Mr Cliff Norbury, was the youngster who crewed the Osprey to victory in the 1953 Round the Island Race with Ian. His memories of this event and the enjoyment of Ian Proctor who, even then, was quite a "Star" were part of a very rich tapestry of the life which wove all those there into what can only be described as his extended family. Whilst there were many stories related, it was very interesting to find that a man invalided out of the RAF with Polio in 1947 having been left with a very damaged arm, changed the mainsheet cleating arrangement from stern to 'centre main' mainly so his crew could operate it in heavier weather. It caught on didn't it?

The extended tapered metal mast of today is very much one of Ian's innovations starting with very simple backyard techniques to rise to Proctor Masts of today, of which Ian was Chairman for 26 years until 1986.

On other matters, the Nationals have happened, as have various other Open Meetings at Burnham, Stewartby, Mounts Bay and Lymington etc.

However what has been noticeable by their absence is reports of these events, both in this Magazine and Yachts & Yachting to tell the world **we are still here**! What happened? Do the Fleet Reps not know the drill or can't they be bothered? Its about time some backsides got kicked!

Various Committee Meetings have been held, in particular the AGM at which we lost our Secretary of 4 years - many thanks Nick & Hillary - and gained another willing member to assist with the publicity part of the work, namely one Mr Phil Lewis, Welcome Aboard.

However we still require a full Secretary to carry out the more secretarial type work of the Association. In the meantime John Lang and myself are sharing the tasks, with Hillary Jones bashing the keyboard producing minutes, which is extremely useful - Thanks Hillary. Meanwhile John Lang is carrying out the Membership Secretary function from his office base in Leeds, as well as watching the pennies.

Whilst the AGM went on a bit there were no real problems raised or changes of direction required from the represented membership, with one exception, The Wilkinson Sword!

This series will now run from Nationals to Nationals to enable its presentation at a more formal and noted venue. As a result it was decided from the Committee Meeting and advisedly from the floor that the trophy would be competed for from the Nationals 1993 and will be presented next at the Nationals in 1993 for the 1992 season.

Whilst thinking about Open Meetings, in general it has been noted that with the exception of the Nationals, numbers at most of this years meetings have been down quite noticeably. Hopefully this trend is only reflecting the economic state of the country and will pass. When we eventually come out of the recession, no doubt more of you will venture further again.

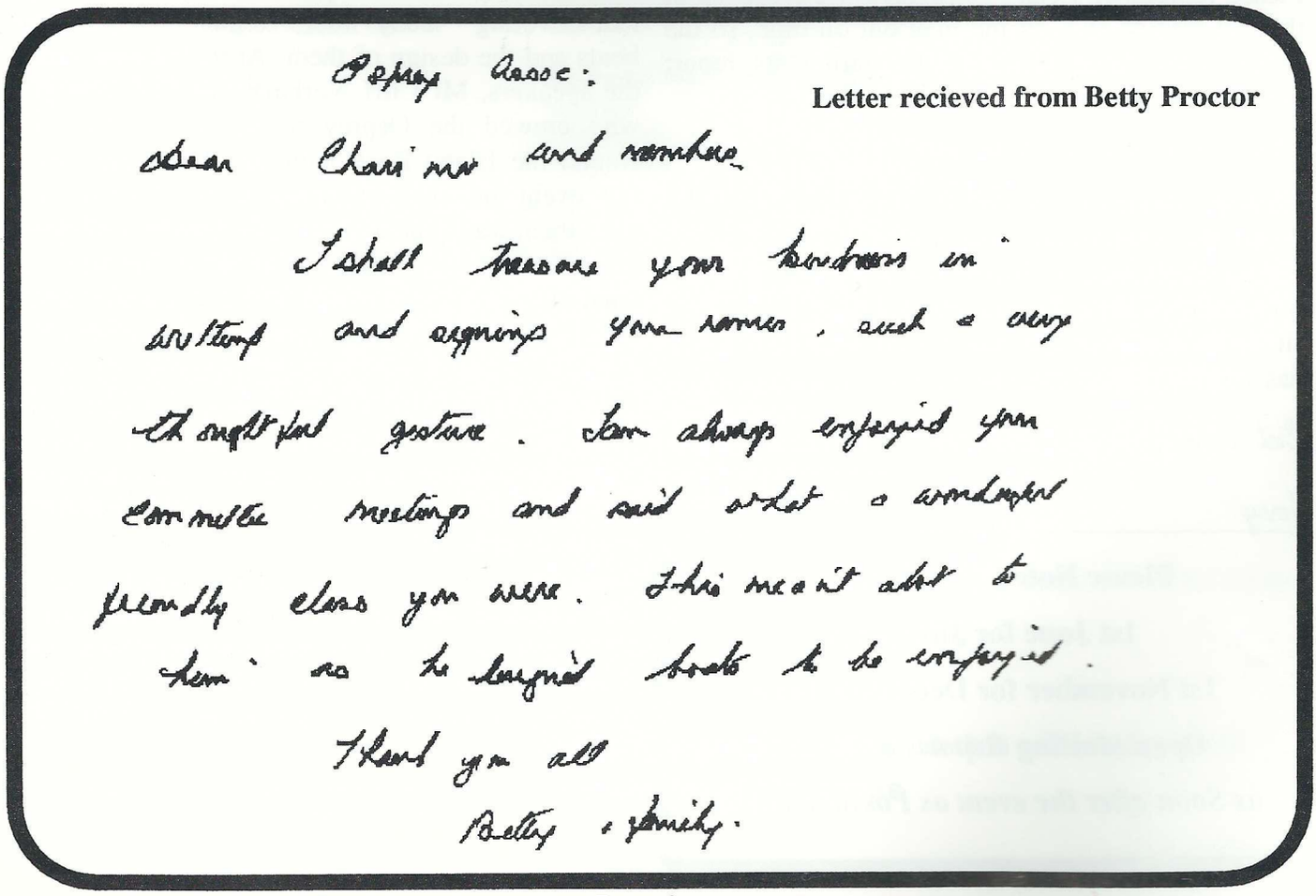
Until 1993 then, Compliments of the Season.

Ian

Chairman NOCA

Anyone wishing to make a personal gesture in appreciation of Ian Proctor are invited to send their donations to the "Island Sailing Trust"

Letter recieved from Betty Proctor


Betty Assoc.

Dear Chairman and members

I shall treasure your kindness in writing and signing your names, such a very thoughtful gesture. I am always enjoyed your committee meetings and said what a wonderful friendly class you were. This meant alot to him so he longed both to be enjoyed.

Thank you all

Betty & family.

NATIONAL CHAMPIONSHIP REPORT

Report by Ian Madeley

SPONSORED BY DOUGLAS GILL

Held at Poole Yacht Club 1st to 8th August 1992

The usual Nationals week, held normally at the end of July was, we are told, a beautiful and calm week with the wind struggling to raise many ripples across the bay in front of Bournemouth. Following the two last years, one wondered whether or not we were in for a lot more drifting around, but as the week dawned the wind Gods livened the proceedings up a bit, answering many prayers. The shore side kicked off with the Commodores Reception on the Saturday Night, followed by the usual drinks session before everyone disappeared to sleep the good sleep.

SUNDAY - Practice Race

Following early briefing from the Race Team led by our Officer of the week Peter Drake, the majority of the 66 strong fleet started their way down the harbour and out to sea. This was not a short excursion. Allow an hour the man said. True, leaving at 12.00 we had 11 minutes to the start at 1.00 p.m. when we arrived at Drake's Gin Palace somewhere due south of Bournemouth Pier. With wind WSW - 3/4 with curly bits in it and sunny to boot, the race progressed with those of us first time out on the sea getting the hang of the lumpy bits. Up the beat reasonable - here a shower there a shower, and comments from somewhere behind my head "Get this s--- ing thing flat!" "It's not me, it's the lumpy bits" "Nuts - flat!" Some people do go on a bit!

Next problem - the mark! fine, round, ease of and get it up. This is where the bumps take over. You don't get it on the flat do you? After two false starts the coloured thing eventually cracks into life and off we trot. Still, after two triangles I find my legs and we get on with it ever easier. Meanwhile just in front of' us, battle royal has set in and some very good racing, Nigel Skudder and Adam Bowers sailing the newest boat of the fleet came home first. In some circles, winning the practice race means peaking too early or a bad omen for the rest of the week. However, this theory, like many others during the week, were consigned to the dustbin.

MONDAY - Race 1

Having sharpened the wits, Monday's race with a 4/5 and 6 locally around headlands forecast looked reasonable. However those venturing forth went to the start somewhat quicker than predicted. Some having ventured into the harbour to be faced with a white water ride across to Brown Sea island decided enough was enough and returned somewhat windswept muttering strange Oaths and the like.

39 boats made the start in a WSW blowing parallel to the beach at Bournemouth and a bit stronger than expected. The first beat proved a manageable 5/6 with David Griffiths and Iain Williams round the corner first, but by the time the boats were on their way down the first reach the wind was 6/7 and gybing became quite interesting. Most whirred round and set off again down the next reach at high speed. From Bournemouth beach the visibility was quite good, except that the sand was stinging the face being driven quite swiftly in a roughly horizontal direction.

With binoculars trained on the horizon there was not a deal of colour to be seen on the downwind legs. Those daring enough to try were sent down the run at breakneck speed with occupants hanging on to bone tight sheets. In the case of Blaze of Glory, the mast shearing at deck level made a spectacular washing of the kite half way down the leg. I was quite impressed! During this lot, Griff and Iain opened out a wide lead by the end of the first sausage, but up the next beat the Genoa mast pulley block leapt out and the halyard started to saw its way down the mast. During the last beat, two boats managed to climb in front with Neil Robinson and Jeff Cooper reaching the line first, followed by Dave Chalkley and Steve Watson, and a struggling Dave Griffiths and Iain Williams third . 21 boats finished the race with the other 18 retiring hurt and tired.

During. the race, four masts went and numerous other bits of equipment. Swimming, previously not on the agenda, had become supreme and various plucky contenders went in for racing the ferry at the harbour mouth in inverted style whilst using the outgoing tide as extra propulsion. Others became fenders for out of control Enterprises, and thereafter wore sticking plaster to prove the point. The inshore lifeboat and the outshore lifeboat visited, together with the helicopter. Some received a tow from the lifeboat back to base, which I thought very considerate. All in all it was quite a good bash.

At the evening gig back on dry land **"The North-South Divide"**, a new pop group commanding very considerable talent indeed, did it's bit. From the north Dave Metcalfe and John Lang, with Rob Gillespie and Rachel Angrave from the south gave a wide variation of popular music to suit all tastes. To say this was arranged over the phone and with a bit of a shove here and there, the four played and sang their hearts out to very considerable success. I personally hope this could be repeated at some time in the future.

TUESDAY - Race 2

By Tuesday the winds of Monday had moderated somewhat and 67 starters made their way to the start line. The wind was in a roughly similar direction and in the 4/5 bracket, being a bit more tolerable.

The sailing proved quite exhilarating at times with 48 finishers. Various private battles around the fleet pulled out the best in people. At the front Martin Stainsby was first round the mark and built up a very handsome lead to finish first. Behind, Nigel Skudder and Adam worked like dogs to close the gap, but all in vain finishing a gallant but slower second.

At third came the Welsh Team - Stringbag with "D.J." Edwards and John Pym, followed by their fellow countrymen, Oscar with new crewman Joe Roderick.

WEDNESDAY - Race 3

The morning forecast was a bit 'iffy'. 4/5 and 6 around headlands. The Race Officer said it was 15. Lovely! On shore in the sheltered compound there was considerable hesitation - we had heard this story before. Rumours were circulating, but the Race Officer still said "Go"! 29 stayed on shore. Only 3 of the 37 didn't finish, which was an improvement on Monday. However, it was again a bit of a howler with the 15 turning into a 25/30 very soon into the race.

However, undeterred, Nigel and Adam pointed the missile into the right direction leading from start to finish, with Vanny Page and Nick Willis working their way up from 8th at the first mark to finish 2nd in true Blaze of Glory style. These were followed closely home with Richard Marshall again driving stagecoach "Another One Bites the Dust" with Robin Tooze on Shotgun drove through to third, With Martin Lewis and David Gorringe following at fourth, closely pursued by Chess and Roderick picking away at the crumbs.

At this point in the series Nigel and Adam were already in the lead with Rawlings/Saunders some $11^{1}/_{4}$ behind and Chess/Roderick, Griffiths/Williams sharing a further two points at equal third. Last year's Champion was well off the mark with a DNF in the first race.

The nights entertainment was a barbecue and music. This was excellent. In fact everyone I spoke to said "They were stuffed". **EVEN PAUL SAID HE WAS TOO!** (This takes some doing, and after 23 years I should know!) Unfortunately during the evening it tried to rain which was the first we had seen. Still you can't have everything can you?

THURSDAY - Race 4

Wind light/variable. Leave early the man had said. 9.30 is bit early and even this only just caught the 9.45 tow boat to Bournemouth Pier.

There was no charge - well I haven't seen one yet! The sky was blue, the wind was here and there, and there and gone. The fleet sat on the oily sea and waited. There's wind out there! - there might be, but it's not here - why not? "The Man" appeared by launch following a try at starting. He said "There's not much. How long do you want to sit out here? It might come, it might not!" "Oh, give it until 1 o'clock" I said "and ask again," The bored evil expressions of windless sailors stared at him and then at me. He came back just before the duly appointed hour. Three guns sounded, tow boats collected their charges, and off we went back. Half way in, in came the breeze from the sea following us up the harbour to stay for the afternoon, Typical, isn't it?

FRIDAY - Race 4

The early start needed a departure in the 9.00 a.m. region - or earlier. The tow facilities, were excellent and at 10.30 a.m. the fourth race got under way into a gentle force 2 from the north east coming in over the cliffs off Bournemouth and out towards us some two miles out to sea smelling of ice cream, hot dogs and sticky buns.

This first race was sailed on a light choppy sea and at the first mark the Whites were in the lead. Their position continued until Martin Lewis and Dave Gorringe pulled them back with superior boat speed on the last leg of a shortened course. At third place, Oscar and Joe pulled another good position. Following them into the frame came Gavin Rose and

Colin Rainback with a very creditable result, leaving Nigel and Adam with a 5th. As to the rest - 64 started and 64 finished.
At this point, after four races, Nigel had 13.75 and unless Oscar could pull a first, had won the series.

Race 5

The wind had shifted around a bit to the east and was threatening a Race Officer's nightmare, but undaunted the race started with those at the far end of the gate gaining considerable advantage. From where we were the obvious end was to the east with a short starboard and a long port before the last starboard. We watched Trevor Brown go on, and on, and on, somewhere to front starboard of us. Some discussion followed on this and I decided he had gone much too far and so tacked on to starboard 100 yd's before Trevor. At the mark, Trevor and Malcolm lifted perfectly round it and set down the reach in first place, pursued by Martin Lewis. We rounded about 8th and tried the same, as did many others suffering fates worse than fame! The wind swung further east and with the tide pushing us sideways an odd sensation of going nowhere became obvious. Tail-enders rounding the mark, having noted this lot, jibed and in some cases gained spectacular forward progression lifting some 50 places in one case. With the wind shift, the course took on a different shape and with the O.D. tearing his hair out buoys were shifting around hither and thither, and mark boats shouting out bingo numbers. At the finish, Martin Lewis and Dave Gorringe had pulled off another first, followed by Phil Angrave and Graham Wallen and Martin Stainsby at second and third respectively. Trevor Brown and, Malcolm Palmer came in fourth followed by Nick Rawlings and Geoff Saunders. At the finish, Oscar and Joe had it stolen from a possible winning run by the excellent day's performance of Martin Lewis, taking him into second overall with Oscar third. The glory going to Nigel and Adam discarding the day's last race to take the Championship overall, who were duly toasted and feasted well into the night, including going on to the only Car Party in Poole that night!

All in all it was a good, well organised Championship with a good close competition of sailing for thin girls and fat boys alike. All races were held (just!) and the Poole Organising Committee, headed by Gavin Rose and his gang came out as the 'Right Team'.

On behalf of all, thanks Poole for the 1992 Championships.

Ian Madeley

Attention All Nationals Attendee's

Sometime between 11 p.m. on the Friday of the Nationals and 11 am Saturday Morning a "Presentation Screen" went missing from Poole Yacht Club. The screen is the property of our very good friend Jenny Martin of Colloryan Ltd.

Anyone who knows of the whereabouts of the screen is asked to contact Ian Madeley, or any other Committee Member.

Data Protection Act

Members are advised that the Association is covered with regard to the above act under the registration of the RYA.

Postal Ballot

Please fill in and return the Postal Ballot form for the change of rules to sail measuring which is enclosed. The Committee and Measurers all feel that the new IYRU system removes all ambiguity from sail measuring and will be of benefit to us all. If you do not return your ballot paper the constitution presumes that you agree and counts you as a "for" vote!

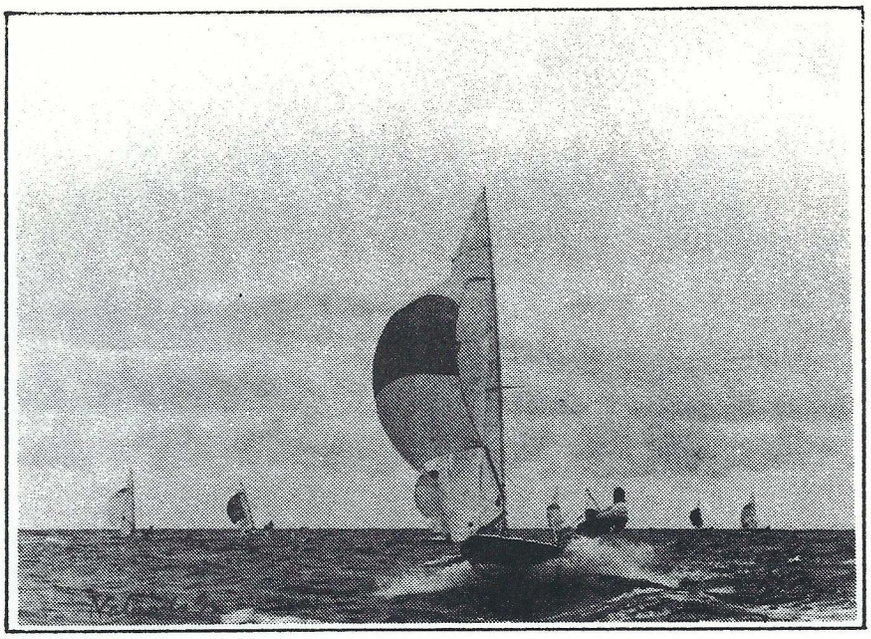
Calling all Non Sailing Nationals Attendee's

Some of us non-sailing National attendee's (NSNA's) suffer from a delaying factor after racing. Our sailing partners, upon return to shore, not only have to change, pack up the boat and discuss that day's success/failure, but they also have to check - measure up to six suits of sails (Note sails are just checked for compliance to the rules). All this can take a while.

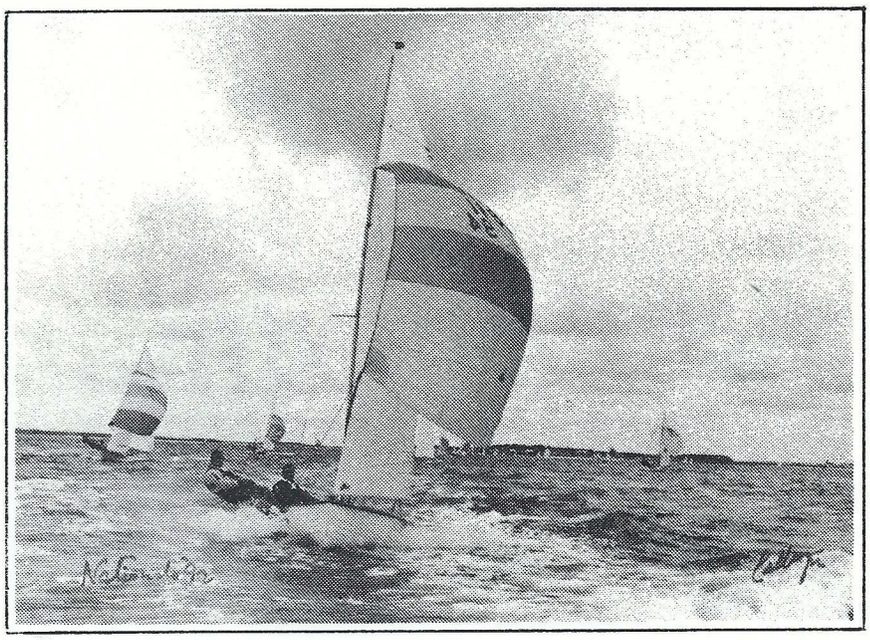
This year myself and some other NSNA's wondered if we could help at all, rather than just sitting around watching. The Technical Rep says there is no reason why we could not do the check measuring ourselves - in fact even become sail measurer's! So can you help us? Either by helping to check sails or by "baby sitting" for those of us with young children, and thus only call on the help of a Sail Measurer if there is a problem or a query.
For more details, contact Cathy Pearce on 0344-771047

Results of the Osprey National Championships held at Poole Yacht Club 1st to 7th August 1992

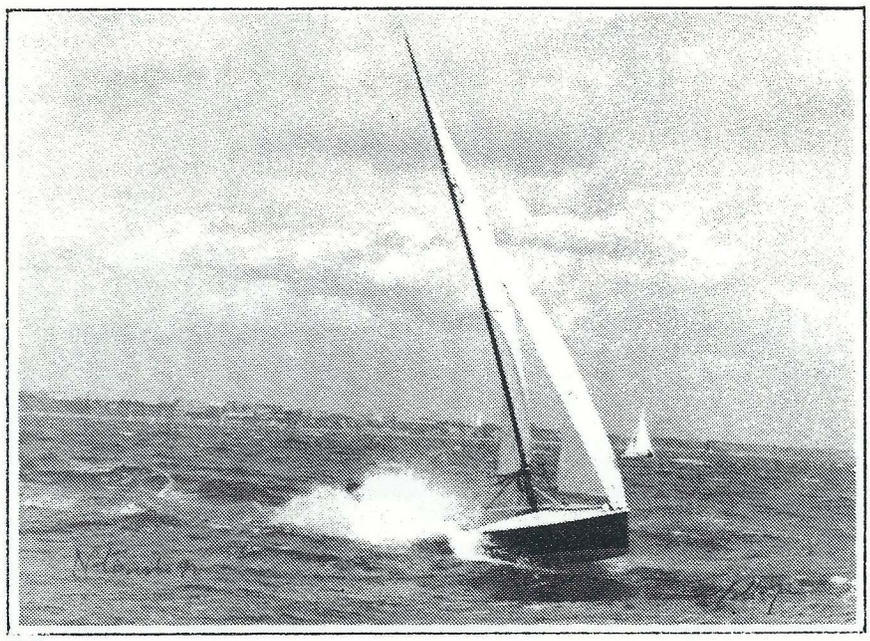
Helm	Crew	No	Name	1	2	3	4	5	Dis	Points	Pos'n
Nigel Skudder	Adam Bowers	1271	Skuds Missile	6	2	.75	5	30	30	13.75	1
Martin Lewis	*David Gorringe*	*1207*	*Schiaffino*	*67*	*13*	*4*	*.75*	*.75*	*67*	*18.5*	*2*
Oscar Chess	Joe Roderick	1085	Toothpick	13	4	5	3	10	13	22.00	3
Nick Rawlings	*Geff Saunders*	*1270*	*Hard On*	*8*	*6*	*6*	*11*	*5*	*11*	*25.00*	*4*
Dave Griffiths	Ian Williams	1116	Lethal Weapon	3	5	14	19	8	19	30.00	5
Bob Falconer	*Richard Taylor*	*1175*	*Diva*	*10*	*9*	*16*	*8*	*7*	*16*	*34.00*	*6*
Alan Laing	Peter Frith	1267	Another Swift Half	11	8	12	10	9	12	38.00	7
Van Page	*Nick Willis*	*1265*	*Blaze of Glory*	*67*	*10*	*2*	*21*	*6*	*67*	*39.00*	*8*
Ian Wilson	David Shepherd	1260	Stiff Stuff	5	7	18	14	26	26	44.00	9
John Gorringe	*Bob Gillespie*	*1140*	*Mischief*	*7*	*16*	*7*	*15*	*19*	*19*	*45.00*	*10*
Dave Chalkley	Steve Watson	1259	Swiggett & Chunda	2	24	9	18	28	28	53.00	11
Tim White	*Chris White*	*1231*	*Brothers in Arms*	*67*	*14*	*17*	*2*	*20*	*67*	*53.00*	*12*
B.Marshall	Robin Tooz-Hobson	1195	Another one Bites TD	14	12	3	27	36	36	56.00	13
Robert Shaw	*R.Farquharson*	*167*	*Light-n-Bitter*	*16*	*18*	*11*	*12*	*22*	*22*	*57.00*	*14*
Phil Angrave	Graham Wallen	1198	Blue Moon	67	33	13	9	2	67	57.00	15
D.J.Edwards	*J.Pym*	*1247*	*Stringbag*	*9*	*3*	*67*	*17*	*32*	*67*	*61.00*	*16*
Andy Postle	Mark Acaster	1111	Four One & All	15	22	8	22	17	22	62.00	17
Neil Robinson	*Jeffrey Cooper*	*1250*	*Really Random*	*.75*	*11*	*15*	*39*	*48*	*48*	*65.75*	*18*
Simon Northrop	Kevin Skinner	1137	Blues Brothers	12	32	19	20	16	32	67.00	19
Roger Blake	*John Dyion*	*1167*	*Dodger*	*4*	*20*	*23*	*29*	*46*	*46*	*76.00*	*20*
Martin Stainsby	Jason Barker	1254	Katie Wiz	67	.75	69	6	3	69	76.75	21
John Lang	*Malcolm Clack*	*1178*	*Physco*	*67*	*17*	*26*	*26*	*15*	*67*	*84.00*	*22*
Gareth Caldwell	Nick Daly-Hunt	1225	Return of the P Panther	67	15	10	28	34	67	87.00	23
Mike Speller	*Tony Murphy*	*1258*	*Kissing the Pink*	*67*	*21*	*25*	*33*	*14*	*67*	*93.00*	*24*
Des Menear	Andy Bassett	1227	Back to the Future	17	23	29	30	27	30	96.00	25
Gavin Rose	*ColinRainback*	*1024*	*Bank Robber*	*19*	*69*	*67*	*44*	*12*	*69*	*102.00*	*26*
Trevor Brown	Malcolm Palmer	1187	Atomic Rooster	69	19	69	13	4	69	105.00	27
Keith Gibbons	*Duncan Hindley*	*1205*	*Sarajon*	*18*	*30*	*20*	*40*	*44*	*44*	*108.00*	*28*
Mick Greenland	Russell Wheeler	824	Horizon Too	67	37	31	35	11	67	114.00	29
Lynda Postle	*Andrew Hosking*	*1153*	*Spirit of Godolphin*	*21*	*40*	*69*	*37*	*18*	*69*	*116.00*	*30*
Chris Gorringe	Nadia Hosie	1223	Blind Faith	67	29	69	7	13	69	116.00	31
John Mathews	*Paul Badcock*	*922*	*Suzy Two*	*20*	*57*	*69*	*16*	*29*	*69*	*132.00*	*32*
Geoff Stubbs	Mark Wetton	1194	Lettice	67	67	21	24	24	67	136.00	33
Roger Edwardson	*Laurie Decyk*	*1230*	*Riff Raff*	*69*	*43*	*28*	*32*	*13*	*69*	*136.00*	*34*
Neil Metcalf	Dave Metcalf	1203	Bird of Prey	67	28	32	38	41	67	139.00	35
Andy Reed	*Mike Smith*	*1239*	*Dogs of War*	*67*	*25*	*24*	*53*	*42*	*67*	*144.00*	*36*
Jeffrey Wear	Richard Wear	1262	Still Preying	69	29	22	45	49	69	145.00	37
Ivor Graham	*Terry Greene*	*1216*	*Swift Half*	*69*	*41*	*34*	*49*	*23*	*69*	*147.00*	*38*
Jane Seymour	Chris Seymour	919	Pink Panther	67	42	30	54	38	67	164.00	39
David Charles	*Nick Trollope*	*1142*	*Haematoma*	*67*	*27*	*69*	*51*	*21*	*69*	*166.00*	*40*
Peter Reeves	Luke Reeves	1228	Low Flyer	69	39	27	52	55	69	173.00	41
Neil Carden	*Clare Carden*	*1151*	*Chalk & Chips*	*69*	*31*	*69*	*31*	*47*	*69*	*178.00*	*42*
Robert Pilcher	Jim Holgate	1244	Last Fling of Freedom	69	38	69	36	40	69	183.00	43
Ian Madeley	*Paul Madeley*	*1252*	*Sunlight*	*69*	*35*	*69*	*43*	*37*	*69*	*184.00*	*44*
Alan Bale	Jon Bale	1238	Mistral	67	69	69	25	25	69	186.00	45
John Shenton	*Tim Kift*	*555*	*Schhh You Know Who*	*69*	*36*	*69*	*41*	*43*	*69*	*189.00*	*46*
John Roderick	Anthony Jones	1119	Crusader	69	44	67	47	39	69	197.00	47
Ben Duke	*Tim Harrington*	*753*	*Miss Fit*	*69*	*67*	*69*	*34*	*31*	*69*	*201.00*	*48*
Bill Munnery	Colin Pullinger	1261	Lady in Red	69	26	69	56	51	69	202.00	49
Ted Gadd	*Stephanie Gadd*	*660*	*Renaissance*	*69*	*47*	*69*	*44*	*45*	*69*	*205.00*	*50*
Ed Brown	Huw Pearce	1240	Cognito	67	69	69	23	50	69	209.00	51
Stephen Sharp	*R.Butterfield*	*1245*	*Two Bob Bit*	*67*	*67*	*69*	*46*	*35*	*69*	*215.00*	*52*
Dave Atkins	Tom MacMorran	1219	Odile II	69	67	33	60	57	69	217.00	53
Albert Mottram	*Ben Davies*	*1232*	*Orca*	*67*	*67*	*69*	*42*	*56*	*69*	*232.00*	*54*
E.O'Conner	P.Ford	1070	Argonaut	69	45	69	61	59	69	234.00	55
Phillip Holt	*Cath/Dave Holt*	*888*	*Pieces Of Eight*	*69*	*67*	*69*	*48*	*52*	*69*	*236.00*	*56*
John Marks	Judy Leam	413	Cascades	69	67	69	50	53	69	239.00	57
Richard Palmer	*Russel Lacy*	*567*	*Nirvana*	*69*	*48*	*69*	*63*	*60*	*69*	*240.00*	*58*
R Myatt	S.Offer	1257	Gwaihir	69	46	69	58	69	69	242.00	59
Mark Aldridge	*Trevor Foster*	*1155*	*Silver Spray*	*69*	*67*	*69*	*59*	*54*	*69*	*249.00*	*60*
Philip Elliott	Carolynn Ellis	1075	In Too Deep	69	67	69	57	58	69	251.00	61
Nick Jones	*Mark Strudwick*	*1233*	*Quatlepanqui*	*69*	*69*	*69*	*55*	*61*	*69*	*254.00*	*62*
Simon Bridges	Liz Vye	1066	Ten Sixty Six	69	67	69	62	62	69	260.00	63
A.Batchelor	*R.Fearne*	*903*	*Le Chien Noir*	*69*	*67*	*69*	*64*	*63*	*69*	*263.00*	*64*
Jonathan Burden	Dave Solly	908	Bamboozle	69	67	69	69	69	69	274.00	65
Graham Mant	*Chris Mant*	*1112*	*Hotstuff*	*69*	*69*	*69*	*69*	*69*	*69*	*276.00*	*66*



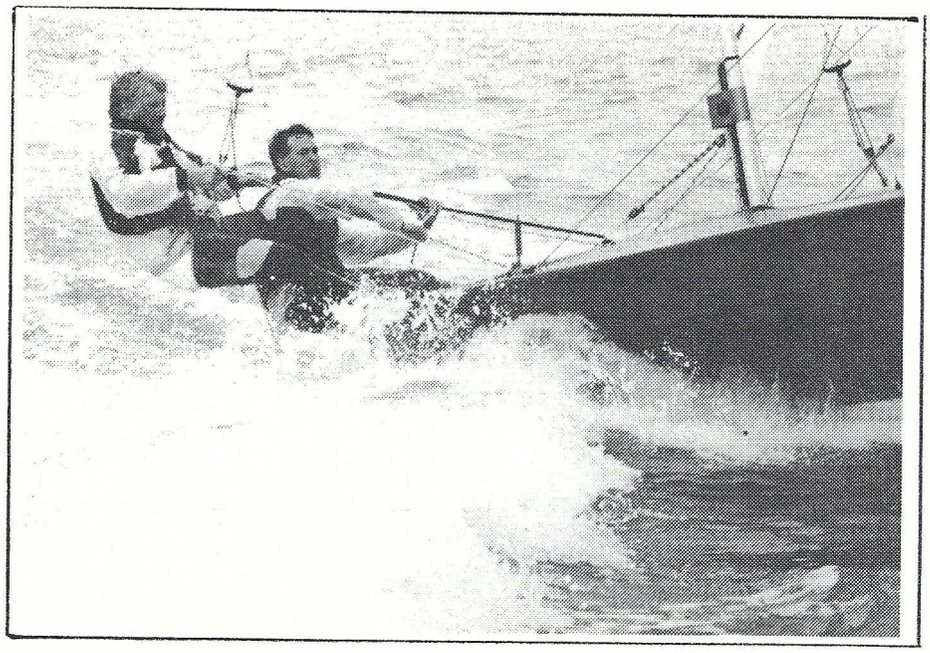
Des Menear & Andy Bassett



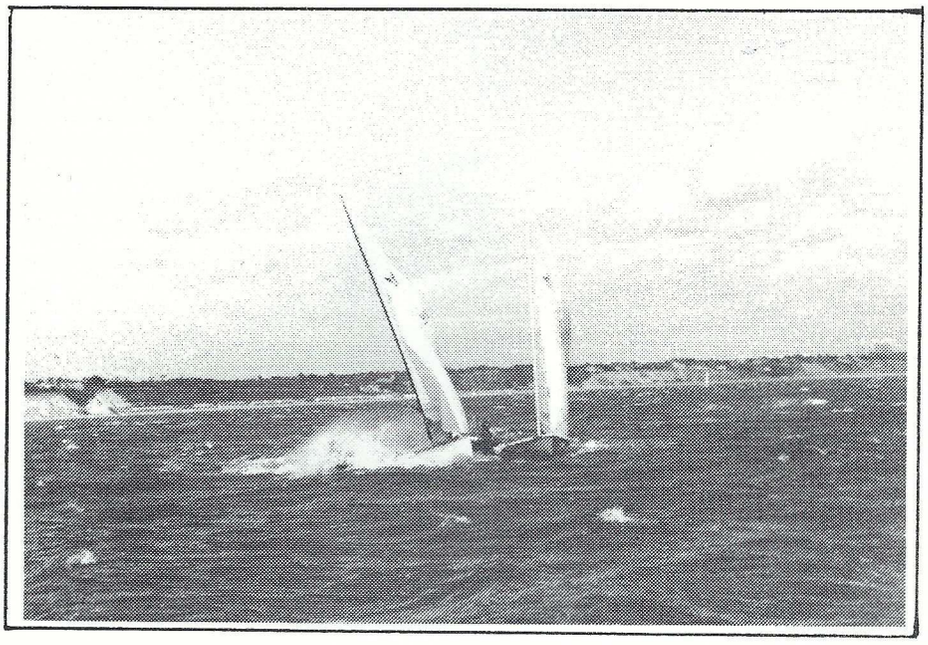
Geoff Stubbs & Mark Wetton



Guess Who



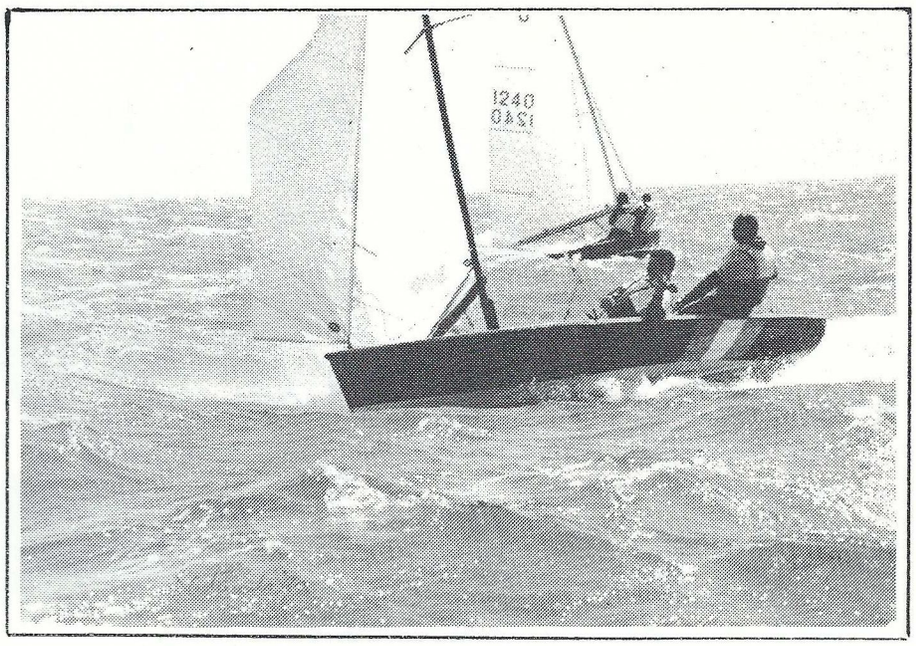
Dave Griffith & Iain Williams



Richard Marshall & Robin Toozs-Hobson Duelling with Simon Northrop & Kevin Skinner



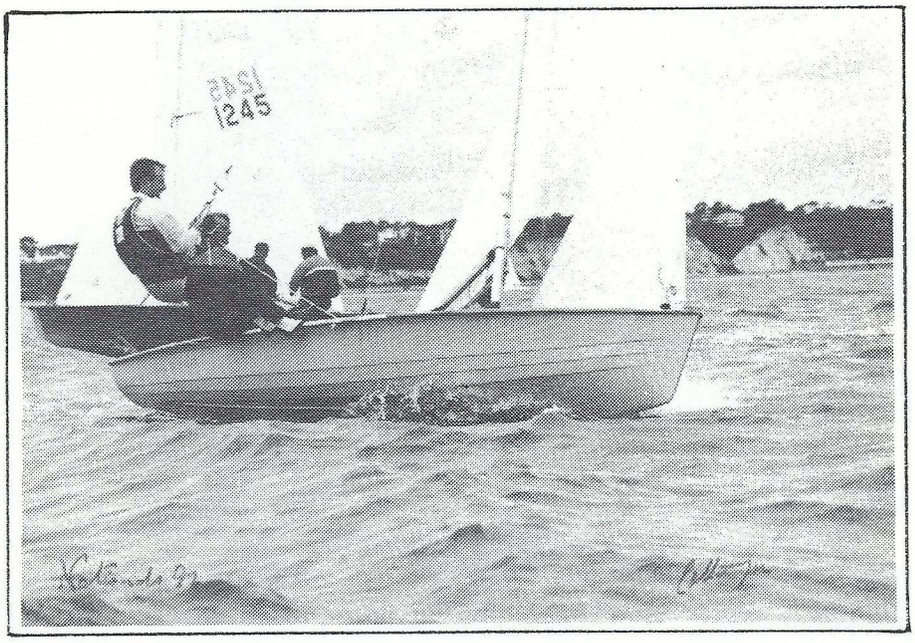
Roger Blake & John Dyion



Andy Reed & Mike Smith



Mike Speller & Tony Murphy Centre Stage



Jane & Chris Seymour enjoying it

STEVE GOACHER

SAILS

THE WINNING EDGE

RESULTS

1992	Welsh/Midlands	1st, 3rd*
	Inlands	3rd, 4th, 5th
	Nationals	5th
	Mumbles	1st
	Pool Regatta	1st
	Blithfield	2nd
1991		
	Inlands	1st
	Southerns	1st
	Poole Regatta	1st
	Scottish/Northerns	2nd
	Minnis Bay	2nd
	Poole	2nd
	Mumbles	2nd
	Nationals	5th

For full details of our range of Osprey Sails contact Steve Goacher at the Loft.

Steve Goacher Sails
Shepherds Boatyard
Glebe Road
Bowness-on-Windermere
Cumbria LA23 3HE
Phone/Fax: 05394 88686

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You need to see one, you need to race one.

Mast: M2/M4.....£231 **Boom:** £53.50
Rigging: £79 **Spinnaker pole:** £29

All prices exclude VAT and delivery

For the name of your nearest stockist ring Super Spars on 0329-232103.

2nd Nationals

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QUALITY&PERFORMANCE

Letters & Notices to the Editor

Sunderland Yacht Club

I am pleased to report 3 Ospreys will be Racing for the start of next season with plenty of people interested. The club will be running a class for Ospreys at the

Roker Regatta 28th, 29th, & 30th August 1993

This event is sponsored and normally attracts Cruiser racing. If successful Sunderland Yacht Club will be prepared to hold an open meeting for the following year.

"Light 'n Bitter" is currently racing in the winter series which goes on until Boxing Day, Mixed racing fireballs, flying fifteen's etc. Giving the Osprey exposure around Wearside.

"Nutcracker Mk 11 is now being restored to racing condition by her new owners, Trevor Brewis and his crew. All being well I hope to take delivery of a new Chipstow Wood Mk III for the start of the season.

Anyone wishing to try an Osprey at Sunderland please call me on
091 564 0666 (work) 091 416 2231 (home).
Robert Shaw

Diary of the Nationals

"What **do** wives, children etc. do at the Nationals?"
A comment overheard at Poole. The answer? - LOTS!

Saturday

We arrived early, apparently to miss the other holiday traffic, but it enables me to explore the club and surrounds before it gets too busy. My, haven't some of us grown since last year!

Lunch-time - chance to sample this year's beer. In the afternoon, we dash off to take over the holiday flat, this, of course, was after a couple of hours fiddling with the boat. That evening was the Commodore's Reception where I have a competition with some new friends to see how many crisps we can eat (well - they shouldn't put them on low tables).

Sunday

Take a day out to settle in to the flat and catch up on some sleep as I didn't get much yesterday - far too busy running around meeting people and exploring.

Besides which with a 9.30 am briefing and 13.00 practice race it would be a long day. Explored Sandbanks and waved to the Ospreys as they returned from the race - no-one waved back!. Met up with Jane and Wendy. Spend the evening at home - apart from Ed, who went to the club.

Monday

Went off to a local market (well, 25 miles away!) to buy cheese and meet my grand-parents. We all went to Kingston Lacey (National Trust) and had lunch whilst thinking "Gosh, windy, isn't it". Called in at PYC on the way back to discover a lot of carnage and a Daddy who had to be rescued and an Ed who sat on an upturned boat for one and a half hours, whilst others were being rescued. Luckily 1240 sustained minimal damage - kinked mast and a torn batten pocket. A long evening at PYC as Daddy got involved in technical discussions - luckily there was some live musical entertainment (John Lang and co.) which I thoroughly enjoyed (although Mummy found sitting so close a bit deafening!). Danced a little, but felt too tired for more . . . . at the moment!!

Tuesday

The sailors were off early to get the boat sorted, so we went to Brownsea Island with Hillary and Naomi, for a walk. Saw a few early Osprey returners on our ferry journey back - one capsized by the Swanage chain ferry, causing it to stop until they are up again! Discovered when Daddy came back later that they hadn't been out - they had decided that the mast was too bent and there was no spares left to borrow. He and Ed went off to Fareham to buy a new one and then spent the evening/night rigging it. Mummy and I were house bound, as both cars were at the club!

Wednesday

We were booked to go out on a mark-boat and watch the racing (we had borrowed a first size lifejacket from our home sailing club for when I fell in!). Unfortunately the winds were force 5 to 6 possibly gusting 7, which meant it would be rough, wet and I (and Mummy) would have spent all the time down-below!! So we stayed on the shore and went to the gardens at Compton Acres. [Those without youngsters did go out!] The evening was the bar-be-que and disco. My only complaint was that not all the ladies I asked to dance with me did! Still I enjoyed having the dance floor to myself at the beginning.

Thursday

Today the weather was lighter - a lot lighter, so we went out on a mark-boat. We waved at some of the boats sailing out to the start as we crossed Poole Harbour. . . . . then we broke down! Sue and Jenny "jumped ship" to help on the committee boat - Mummy thought I would be more of a hindrance than a help so we stayed with Hillary and Naomi. We waited for a tow back to the yacht club and then went shopping!! When we came back to the club, we helped take to trolleys down to the returning boats - as they were towed in! No wind therefore no race, so we didn't miss much. I'm really getting into sailing - had a go with the tiller as 1240 was pulled back to its parking space.

Friday

Today will be 2 races back-to-back, a bit too long for little boys, although some older 'youngsters' went out. Also, I had my Grandma and Grandpa coming to see me. Met Matthew (18 months) in the club and then had a sleep in the car until Grandma and Grandpa arrived. We had lunch on Canford Cliffs, lots of wasps and Osprey-watchers up there (the first race was just finishing). We returned to the flat and discovered we could see the start of the second race from the balcony. Once we saw the boats starting to head home, we returned to the club to help pack up the boat. Everything got delayed due to a protest - we only arrived half-an-hour late for the dinner! I spent most of the meal running around; lots of people were asking if I was going to dance again, but I fell asleep in a chair during the prize-giving....can't remember if it was during Adam's or Nigel's speech!!

Saturday

Packed up the car, collected the boat and headed for home. Waved goodbye to my new friends - thanks for such a good week Poole, see you all at Tenby next year.

Bryn Pearce (14 months)

Inland National Championships

May 1st, 2nd & 3rd -1993

Venue:- British Steel Sailing Club

First Race Saturday - 1.30 p.m.

Further Details from Iain Williams 0656 746726

Fair weather or foul winds may the best person win ..... providing they're Welsh! (Serious drinking lessons provided at the Prince of Wales, for those wishing to partake in the hospitality for which the Welsh are renowned!

(Editors Note: the views expressed above are not necessarily those of the Association or the Editor)

5 TROON COURT
FORNHAM ST.MARTIN
SUFFOLK

Dear Osprey Doctor,

I, er, my friend has a problem but is very shy and isn't able to speak for himself. He is the owner of a Mk2, sail number just below 700. He is absolutely besotted by this lovely vision in wood and whilst he tends it as best he can, rubbing down and painting, screwing on new bits and nice crisp white sails, he knows that his boatbuilding knowledge is very limited. Since he boat the bought about four years ago, there's been a tendency for water to leak in under the hog and centreboard case. My friend has cured the latter by reseating the case on a new layer of sticky stuff but he is worried still because apart from a small plank crack which he's epoxied, his bottom looks sound and certainly isn't rotten.

Part of his problem is that he's fairly new to sailing and whilst he's probably got more than enough competence and enthusiasm, he doesn't sail with an Osprey fleet and is a bit wary of broadcasting at his sailing club that the boat might be a wreck.

My friend has wondered if the fairly high tension in the rig isn't slowly pushing the mast through the bottom of the boat: the boat is fitted with shroud levers which have to be let off to hook up the genoa halyard to a Holt-Allan adjustable rack(which has just replaced the non adjustable over-centre lever).

I know my friend pays his subs to the Class Association and gets a lot of pleasure from this very classy boat which he sails with his young son (the real owner) on a small reservoir where admiring remarks are regularly made. He doesn't want to give up Ospreying for anything less especially as his young crew grows in stature and ability but in dark moments has nightmares about wandsrering and wayfaring in hard chine "sensible family boats" made of plastic.

My friend knows of course that plywood boats just don't last forever and that at some stage a painful and costly and possibly plastic decision will have to be made.

I know my friend devours the Class magazine before the postman is out of sight and I wonder if through that medium you could comfort him with sound praccical advice: judging by recent comments about cruising Ospreys and wanted ads, surely there are other Osprey owners who would also welcome general and well-illustrated articles on maintenance and fitting-out?

I hope you can do something to help my friend before too long...I'm worried about his mind being turned by that 'phone chat line, I think the number begins five—oh--five.

Signed by a friend.

Editors Note: Can someone help!

Pencampwriaeth Mewndirol Cenedlaethol
1993 1,2,3 Mai

Lleoliad:- Clwb Hwylio Dur Prydain
Ras Gyntaf Dyadd Sadwrn - 1.30 y prynhawn
os am rhagor o fanylion cysyllter ag:
Iain Williams
Ffon 0656 746726

Tywydd teg ai peido, pob lwe i bob un ..... cyn belled a'u bod yn Gymry! (Cynhelir gwersi yfed arbenigol yn nhafarn Tywysog Cymru, i bawb sydd am brofi croeso twymgalon y Cymry!

Editors Note: *I make no apology for this strange advert which appears at the behest of the "Boyo from the Valleys"*

For those of us who can't read write or speak Welsh there is a translation somewhere in the Magazine ..... there are no prizes for finding it! Please Iain no more Welsh it sends my spell checker into an absolute frenzy!

Open Meeting Reports

Hayling Island

Hayling Island Sailing Club played host to 28 Ospreys on 27/28th June, who were racing for the Sundale Computing trophy. Racing was used as a practice for the Nationals at Poole in August, as it is the last meeting in open waters before that date, consequently gate starts were used.

Saturday saw light and fluky SE to S force 1-2 sea breezes. Martin Lewis and David Gorringe, the National Champions, won the 1st race with Van Page and Nick Willis from HISC in 2nd position. In the 2nd race, the strong tide was influential in the results, with Martin Lewis winning again with Martin and Paul Stainsby from HISC in 2nd position.

The 1st race on Sunday was sailed in bright sunshine. A force 2-3 south Easterly moved to south which prompted a postponement while the course was changed. Once again a gate start was used, and Van Page and Nick Willis of HISC who were 3rd first time round, pulled through to win ahead of Martin Lewis and 3rd position was taken by Martin Lewis who had pulled up from 7th round the first mark.

The course was changed slightly for the 2nd race as the wind had moved more easterly again. Martin Lewis led from the start to the finish. There was tight racing for 2nd place between 4 boats, which resulted in Nick Rawlings from HISC who was 7th round the Leeward mark choosing a more favourable route on the final beat, to steal 2nd place ahead of Alan Laing.

THE FINAL RESULTS WERE

1st Martin Lewis & David Gorringe - Poole.
2nd Van Page & Nick Willis - Hayling Island SC.
3rd Alan Laing & Malcolm Clark - West Riding.
4th Oscar Chess & Joe Roderick - British Steel SC.
5th Phil Angrave & Graham Wallen - Poole.
6th Martin Stainsby Hayling Island SC.

Nick Willis

Blithfield

11th & 12th August 1992

After a deliberately late start to allow the boats from the distant southern and northern fleets time to reach us, the total fleet that reached the water consisted of 22 boats.

Of these, the host fleet accounted for 9 boats. The turnout of 13 visitors boats from as far afield as Hayling Island , Sussex and Poole, Dorset and British Steele in South Wales was very good and certainly matched other more popular venues earlier in this year. The Saturday Races were run in winds of force 2 to 3 and Bob Falconer with Richard Taylor took both races, closely chased by our Geoff Stubbs and Mark Wetton, who finished 2nd and then 3rd in the last race of the day.

The evening turned out to be a busy affair with much imbibing and laughter, egged on by a local import Tony Palmer, who endeavoured to broaden our laughter horizons for an hour or so. He went down quite well with most present.

Sunday saw wind, sun and more wind and the previous days results were turned on their head. Race three went down to an old Blithfield Hand now sailing out of Hayling Island, Neil Robinson with Geoff Cooper crewing. They really showed how an Osprey can be sailed in good force four winds. They were closely followed by Dave Griffiths and Iain Williams of Poole and then Vanny Page and Nick Willis of Hayling Island. Geoff Stubbs shepherded them well in fourth place making sure that they didn't turn round the wrong marks!

Races 4 and 5 were run under similar conditions with similar results for the first two places, with Geoff in 3rd and then in 6th. In the overall results, the next highest Blithfield boat was Keith Gibbons with Duncan Hindley, followed by Allan and Richard Cooper, then Andy Holdgate with Phil Cope, Albert Mottram with Ben Davis and then Mike and Andy Guy.

The main results were:-

1st	1250	Robinson / Cooper	91/2
2nd	1116	Griffiths/ Williams	11
3rd	1175	Falconer / Taylor	111/2
4th	1194	Stubbs / Wetton	16
5th	1231	White / White	19
6th	1265	Page/Willis	22
7th	1178	Lag / Clack	27
8th	1238	Bale / Bale	32
9th	1259	Cabbage / Bloater	41
10th	1205	Gibbons / Hindley	43
11th	1243	Cooper / Cooper	45
12th	1245	Sharp / Butterfield	48
13th	1240	Goacher/Browne	52
14th	662	Holdgate / Cope	53
15th	1232	Mottram / Davis	53
16th	1201	Guy / Guy	55
17th	1252	Madeley / Madeley	67
18th	420	Jones / Cooper	73
19th	1233	Jones / Strudwick	81
20th	832	Potter / Potter	84
21st	1225	Caldwell / Daly-Hunt	90

Mike Potter

Lymington Town Sailing Club Osprey Open 1992

Final Points - No of Races : 3

Yacht	Sail No	Race1	Race2	Race3	Place	Gross Pts.
Stiff Stuff	1260	0.75	0.75	11	1	1.5
Schiaffino	1207	3	5	0.75	2	3.75
Another Swift Half	1267	2	4	22	3	6
Toothpick	1085	5	6	2	4	7
Diva	1175	4	7	3	5	7
Blue Moon	1198	6	3	22	6	9
Skud's Missile	1271	9	2	22	7	11
Lethal Weapon	1116	7	8	5	8	12
Swiggit & Chunda	1224	11	12	4	9	15
Cognito	1240	8	11	8	10	16
Really Random	1250	16	10	6	11	16
Bank Robber	1024	17	9	7	12	16
Lady Anne	1242	12	16	9	13	21
Mistral	1238	14	15	10	14	24
Psycho	1178	10	14	23	15	24
Merlin	1199	13	13	24	16	26
Haematoma	1142	15	17	22	17	32
Ogopogo	804	22	24	24	18=	46
Mischief - Down Under	1140	22	24	24	18=	46

Nick Willis

COLLORYAN
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PHOTOGRAPHER

35 STATION ROAD
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MALDON (0621) 782263

1992 Five O! Nationals

a Humouresque by Steve Watson

The Scene : in and around Lyme Regis

The Players: Ed Browne - Helm of Repute

Steve Watson - "usefully large" Crew



505 8009 - Bedwrecker/wetter

Adrian Mullis - owner of above boat

Dave Chalkley - Hired help

Fiona - "The Management"

Fiona's Granny - Hospitality Rep

John Gorringe - Prof. Hanger On

Scene 1 - RCYC Boatyard Burnham-On-Crouch

"The scene of the crime"

A.M — You two should do some proper yotting - here - borrow my 5-oh! Its up to pace and **There's Nothing Wrong With My Boat**

EB — Don't mind if I do.

SW — Ed they're a bit wobbly .....

DC — I should Cocoa - its put me through the rinse cycle more times than I've slept in cars.

SW — Well that's that - see you next Saturday and we'll collect the boat.

EB — Don't mind if I do.

F — The Nationals are at Lyme Regis my Granny lives there.

EB — Don't mind if I do.

JG — Sorted!

Our noble Ospreyites go off in search of holiday time and overdrafts, leaving DC, AM and the Bedwetter to turn merrily upside down at the merest hint of a starting gun!

Scene 2 - Fiona's Granny's Garage 1.30 am

SW — Ed - we've been putting that pintle back on for 4 hours now.

EB — Remind me to have a chat with Adrian tomorrow - oh and Mr Rondar!

F — Another biscuit anyone?

Both — No - just a miracle please!

Scene 3 - Lyme Regis S.C. Force 5+

Visibility bad. Foils worse. Pintle wicked. Race 1 called off 'till Monday, due to bad visibility.

Scene 4 - Fiona's Granny's Garage

SW — Ed, we've been sorting out Mullis Foils now for three hours .... etc etc etc

Scene 5 Windward Mark - Race 1

Our Ospreyites are on the Port Tack lay line - about to round in 25th Place.

SW — OK to tack after those Mylar Sails Ed!

EB — Good rounding - Spinny up?

SW — Don't mind if I do

Bedwrecker — No you Don't!

All — SPLOSH!!!!!!!

Much Later

SW — We've been upside down now for ten minutes

EB — Not only have we lost sixty boats, but the sarnies have gone too!

Both — "BOLLARDS!!" (and other quaint nautical expressions)

The Next Instalment - will include drama as our two Ospreyites discover that the spinny sheets are actively elastic, the shrouds are effectively different lengths and the boat doesn't have the regular two tacks - it has Starboard Tack and W**K TACK! All this and more in your next issue of ..... Don't believe anyone who says "There's nothing wrong with my boat" until you've tried it.

Seriously though we'd both like to say a big thank you to Fiona's Granny for the accommodation (Mad-man please note) and the 505 fleet for a great week.

Respect of sorts must go to Adrian and Dave for sorting out Bedwrecker for us. Cheers then Boys.

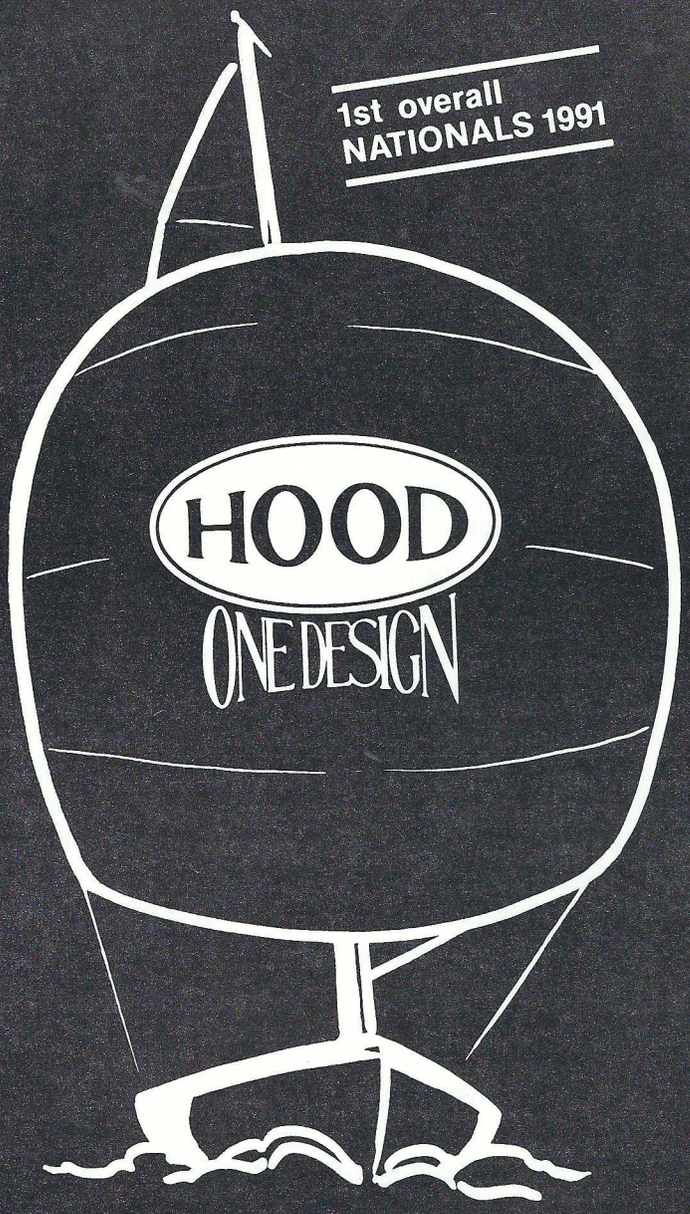
p.s. - Stay with Ospreys or get a pole hoist with your 5-oh ..... or Waterwings.

(NOTE TO THE EDITOR Terry - you can contact me on xxxx - xxxxxx at home if you need to! but not when the pubs open)

Steve Watson

SAIL FAST, THINK HOOD

HOOD'S OSPREY SAILS ARE LONG-LASTING AND EASY TO USE, REQUIRING MINIMUM ADJUSTMENT ON THE RACE COURSE



FOR DATA SHEETS AND TUNING INFORMATION TO MAKE YOUR OSPREY FASTER

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Hood One Design

Bath Road, Lymington,
Hants., SO41 9RW
Tel: (0590) 675011
Fax: (0590) 673797

CHIPSTOW OSPREYS

CHIPSTOW BOATYARDS
RACING CRAFTSMANSHIP

NEW FOR 1993

THE COMPANY

Alan Jackson started dinghy repair and refurbishment work in 1978, having spent the previous years in the furniture trade. Recent increased demand for new boats has resulted in the company expanding to new premises and increasing the staff to five specialist boatbuilders.

THE SERVICE

In addition to boatbuilding, Chipstow Boatyards now offer foils - timber or glass reinforced; repainting, spray finish and varnish restoration work; supply of rigging and re-fitting; insurance quotations for repair work.

THE PRODUCT

1993 will see the building of a new Osprey using the best materials and technology available. Chipstow can quote for a new Osprey, finished and ready to race, or at any stage of completion.

THE RESULTS

National Championships - highest placed boats in 1992:

National 12	- 2nd
Albacore	- 3rd
Merlin Rocket	- 6th
Enterprise	- 14th

THE ADDRESS

Oak Road, Downham, Billericay
Essex, CM11 1QF
Telephone 0268 710111

Secretary's Report

As the season draws to a close the school report reads "much improved on last year but must still do better". I remember 1992 for either lots of wind or no wind at all with not much in between. The winter Seasons start soon with that comes the "specials", lets get as much representation as possible and sell the class on the water as well as off it.

At the Blackwaters Icicle last year the Ospreys were represented by Bob Falconer and yours truly. Unbeknown to either of us this fine vessel was being admired by Alan Jackson an Essex based boatbuilder. Through a friend of a friend contact was made and off I went to investigate further.

Alan Jackson is Chipstow Boats and has been building fast boats for 14 years (3rd Albacore Nationals 1992 and 6th Merlin Rockets Nationals 1992 the latter sailed by himself). What was supposed to be a quick visit turned into a tour of the yard and a fascinating insight into thought and detail behind the building process. It is quite one thing to admire the finished article but quite another to be shown how its done. (the intricacies of a Merlin Rocket centreboard case make building your own video recorder look easy). Having decided that this was both desirable progress for the class and feasible plans were provided, the late Ian Proctor paid a visit, discussed details and kindly allowed Allan to race his Osprey at Datchet, no doubt followed by more discussion (in the bar).

Alan having worked out and calculated to the last nail, the cost of building, now set about measuring and photographing every Osprey he could find which is why some of you will have met him at various Open Meetings. So what happens now? Well Alan believes in proving and Pioneering his own products so intends to build and campaign his own Osprey on the circuit next year ... that's the first bit of good news. The second bit? We have a new traditional wooden boatbuilder whose advert I believe appears in this issue, so its over to you!

Phil Lewis

Osprey RYA Measurers

Charles Curry	Nick Jones
Huw Pearce	John Lang
Iain Williams	Terry McDonald

Osprey Builders

For Grp/Wooden boats
Porter Brothers
John King Shipyard
King Street
Emsworth
Hants PO10 7AY

Tel 0243-377522 (Works)

For Wooden Boats
Chipstow Boatyards
Oak Road
Downham
Billiricay
Essex CM11 1QF

Tel 0268 - 710111 (Works)

Ospreys for Sale

1157 Wood "Robinson", 2 suits sails, 1 Genoa and Spinnaker virtually new Leaders, new combi trailer, 2 rudders. Previously Airs & Graces £2300 contact Clare 0993-775263 Oxford

1087 Wood "Robinson", Epsilon Mast Superspar Boom, Hood Genoa+Spinnaker, Leader Main Combi Trailer Ian MacIntyre 03777 - 45535

1146 Mk3 Wood "One Jump Ahead" built Green / Plowright, new Gaocher Genoa, Rawlinson Spinnaker, combi trailer £2250 Chris Able 0524-415947

1224 "Hagar the Horrible" 2 suits sails, over and under cover, combi trailer, Porter Built GRP £2500 ono Peter Home 0472 -697190

1211 Porter GRP £1750 ono Dave Edwards 0245- 224108

1030 Westerly GRP trailer / trolley, 2 suits sails £1000 ono John Hall 0234 - 365580

Bits and Pieces

Mainsail for sale. Brand New Ullman used only once, £300 Contact Chris Seymour 0245-268776

Spinnakers for Sale

- Ratsey & Lapthorn Radial Head reacher/runner, White, old but hardly used £110.
- Mountfield Tri-radial, payant cloth, Red/White/Purple, used but still in g.c., good reacher £100
- Musto Crosscut, all Red, all round suit broad shoulders £90

Also some mains for sale all in good condition contact Oscar Chess on 0792-367837.

2 Spinnakers, 1 new Hood Maxi used twice measured and signed £225 ono. Hood still has some life £50
Martin Stevens 0267-267405 Evenings

Osprey Events & Open Meetings 1993

1st - 3rd May	**Inland Championships, British Steele**	Iain Williams
8th - 9th May	Poole	Trevor Brown
29th - 31st May	Kielder Water	Roger Edwardson
29th - 31st May	Fecamp	Iain Williams
29th - 31st May	Marconi Regatta	Ken King
5th - 6th June	Hayling Island	Nick Willis
5th - 6th June	Keilder Water	Roger Edwardson
19th - 20th June	Minnis Bay	Terry McDonald
3rd - 4th July	Lord Birkett	
10th - 11th July	**Welsh & Midlands, Blithfield**	Mike Potter
10th - 11th July	Poole Regatta	Trevor Brown
18th July	Tenby "Round the Island" (pre-deliver your boat to the Nats)	
25th - 30th July	**NATIONAL CHAMPIONSHIPS, Tenby**	
14th - 15th August	Sheppey	John Shenton
28th, 29th & 30th August	Burnham	Ken King
28th, 29th & 30th August	Sunderland Yacht Club " Roker Regatta "	Rob Shaw
To Be Decided	Stewartby	Nick Jones



*** 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 1993 for 1992, competition commences after 1993 Nationals for presentation at 1994 Nationals