OSPREY ASSOCIATION BROADSHEET
MARCH 1993

Terry's Tarradiddle

Well here we are with the start of yet another season fast approaching. Your Committee and the various clubs have again contrived to provide you with a varied programme of events. The back page provides you with all the latest information on where the Sailing is, please take note, there have been some changes to the programme since the December Magazine.

Please remember that reports are required as soon after your Open as possible and if you have a budding "Bathing Daily" at your club why not get some photographs in the Magazine as well, they can come later but please let me know they are coming.

I have it on good authority that someone who converted their MKII to a MKIII (clever swine) last year is busily trying to get the experience down on paper. This will undoubtedly make interesting reading and I am sure lots of you will be eagerly awaiting this article.

By the time this is read many of us will have viewed the splendour of the first Chipstow Osprey built in wood for Rob Shaw. I am told that two others are likely to be seen very soon after the debut of the first at Sailboat '93. Since new wooden Osprey's have been as rare as "Rocking Horse Manure" of late this is splendid news!

I hope you have all had a nice Christmas and have been getting rid of those extra unwanted inches ready for the season, must say mine seem not too keen to disappear, must get the rowing machine out again!
Have fun and good sailing in '93

Terry

Chairman's Cantillation

(or Madeley's Mutterings in less polite circles)

The Christmas "Festival of Sailing" did not do much good did it? The wind was somewhat missing or huge area's were covered in fog. With my crew absconded and house alterations still to finish, it didn't make me at all envious!

As usual the Committee have been quite busy sorting out the new schedule of events. Unfortunately there are still some clashes but they seem impossible to miss. The subject of the Southern's & Scottish & Northern's on the same date were discussed at some length, but both clubs have fixed calendars and are at opposite ends of the country! There are those at both extremities of the country who would not travel the distance North or South. In the middle we have a choice 200 miles North or South, so who's throwing the best Party?

Also moving on is the Handbook, albeit somewhat slower than predicted, but careful housekeeping has raised the money for its production. The time necessary to change the script to electronic is the Killer. However it is getting there.

All results available to end 1992 have been added, 9 years in all. These are incomplete due to the great laziness on the part of quite a few Fleet Captains not supplying the race report for the Magazine in the first place or sending records to the Secretary.

The three latest editions of the Newsletter/Magazine have pleaded long and hard for these reports as has the Secretary. To some these pleas fall on deaf ears. We have a deadline for the Magazine - please use it. But remember the best time to write the report is within three days of the Open. If this is done and mailed to Terry, your report will be in the Mag' and a permanent record as well. It is important to record people, boat numbers and positions. For Scottish & Northern's and Welsh & Midlands there are prizes for each race as well as overall. It is essential therefore to record them all and the best way is to produce a small league table. Lack of results being forwarded has become a major problem.

It has been discussed and agreed in principle that failure to send in an official listing of results for any meetings in the Wilkinson Sword series will result in all placing's for that meeting being cancelled from the series. On last years meetings the following reports have not been sent for publication to the Magazine, British Steel, Minnis Bay (Southern's), Burnham and Stewartby. There is therefore some doubt that the claims being made for the sword are valid. **These results should be forwarded by the end of April.** *(Eds Note: I did try and I was promised and I'm still trying for my own club so I know its hard).*

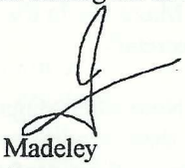
In December I again went to the Classes Symposium with the RYA, again a lively discussion with many classes represented. There are it seems a series of

meetings throughout the year which our Joint Class Rep, a Mr Graham Simmonds (Laser II), is supposed to keep us informed. Guess what? He doesn't attend regularly and it would seem the Trapeze Spinnaker Dinghies never get a say!!!

It is also the Year of Youth Sailing, if anyone wants to know more please contact me. It also seems that a lot of people are getting fed up with triangles and sausages and moves are afoot to sail different style courses with buoys or even without, using a 'touch base' system. I suspect that lack of proper representation at RYA levels is having a negative affect and has something to do with another single hander Olympic Boat.
Various other subjects were touched upon, including 'Nationals Costs and Pitfalls', Training for O.O.D's for Open Meetings and the like.

On a lighter note, the season is near upon us and no doubt I shall see most of you either at the Dinghy Show or on the circuit

Good Sailing for now



Ian Madeley
Chairman

Nationals News - Tenby

The cost will be £100, there will however be a refund for those who decide to enter early, somebody whispered as much as £15 (details on your entry form). The fee does include the tickets for the Commodores Reception and also the Barbeque.

The Committee formalised the change to the format of the Nationals to a six race series as requested by members at the AGM, the practice race being held prior to the first race on Sunday. This is to allow the inclusion of the Ian Proctor Memorial Race which will be held midweek and will consist of an extra lap on top of the normal race format.

Your correspondent is reliably informed that launching has been made easier by increasing the length of the slipway and the clubhouse is also bigger since the galley has now been incorporated into the main clubroom.

Moreover Tenby have promised not to run out of beer again, but they have said that for the last three visits and have still run out. The last time they ran out of glasses as well. They must get it right this time surely, or is it that the Welsh just can't bear to see us English drinking all their nice Welsh beer!

Nationals Correspondent

Membership Renewals

All members should have received a Renewal/Membership form from their Fleet Captain. Members do move, change boats and telephone numbers so could everyone especially those who pay by standing order **please complete the top half of the form and return it to John Lang**. This is to ensure that our membership records are correct.

If you pay by cheque don't forget subs are now overdue, **but why not pay by standing order!** its easier for you to make sure that you are a member and that you get your Magazine, Boat Stickers etc.

Bloody Mary - Bloody Windy
Report by Nick Willis

On the way to Queen Mary Sailing Club we had second thoughts as to whether or not any sailing would be taking place. We arrived to find most people in a similar frame of mind. Various discussions resulted in some rearrangements of the planned helm/crew line-ups. When it was time for the Osprey Start five boats made it to the line, these being

1271 Nigel Skudder & Adam Bowers Bexley SC
1229 Roger Kent and John Tremlett Mengham Rythe SC
1175 Bob Falconer and Richard Taylor Broxbourne SC
1116 Iain William's and John Pym British Steel SC
242 Andy Harrop and Nick Willis Hayling Island SC

242 won the start and led up to the first mark, when the boom broke in a strong gust of wind, necessitating their retirement.
1116 had problems at the start and on the first beat and were well back. 1229, 1271 and 1175 rounded the first mark close together and remained in close competition for the first half of the race. Gradually 1175 and 1271 opened out on 1229 and had their own private battle which continued right the way to the finish. The results were,

1st Osprey	1175	18th overall
2nd Osprey	1271	21st overall
3rd Osprey	1229	32nd overall
4th Osprey	1116	41st overall

In all, there were 163 finishers out of 214 starters and all the finishing Ospreys were in the top quarter of the fleet, an excellent result in conditions which favoured the International 14's, with the first

International 14 finishing six minutes in front of the second and third boats, a Fireball and a 420.

Nick Willis

Eds Comment: Thanks Nick for ensuring we had a report from the Bloody Mary it is most welcome to see the Ospreys doing so well, Well done the lads showing the flag!

International Yacht Racing Rules

Some of the changes

The rules seem to have been renumbered, reworded and new rules added. There follows some of the changes I have spotted so far and which I think might be of interest!

RACE MANAGEMENT

Postponement Signals (rule 4.1)
The little used 'AP over a ball or shape' meaning there is a 15 minute postponement has been deleted.
There is a new signal 'AP over H' (H for go home) meaning there is a postponement and new signals will be made ashore.
I think "home" means return to launching area of the club hosting controlling the event.

Error in timing the warning period (old rule 4.4(d))
The old rule 4.4(d) strongly inferred that if the race committee displayed the preparatory signal say a minute early, it could simply get the timing of the start signal right in relation to the preparatory signal and it would be blameless. The deletion of the rule means that a race committee must restart the whole sequence if it makes an error in the timing sequence. The correct signal would be 'N' for abandonment (or 'AP' if before the starting signal.

Abandoning a race (Definition and new rule 5.3 (C))
A race may now be abandoned even before the start. "An abandoned race is one that is declared void at any time and that may be re-sailed"

Abandonment signals (rules 4.1 and 5.4)
Code flag 'N' now means not only is that race abandoned, but also further signals will be made in the start area. There is a new signal 'N over H' (H for home) which means that the race is abandoned and new signals will be made ashore - see comments under postponement.
The 'N over X' (abandon and re-sail) and 'N over first substitute' (race cancelled) have been removed as the idea is that a race committee will decide on the water to abandon the race, and decide later whether the race should be re-sailed, or cancelled.

GENERAL REQUIREMENTS

Sail numbers (old rule 25, new rule 25 and appendix B3)
A new three letter system has been introduced so that all sails measured after 1st April 1993 must carry the new three letter national letters, except that they need not be carried in home waters unless the race or series is an international championship.
The new code for the United Kingdom is GBR replacing the K. My interpretation is that those people planning to go to France in May must have GBR on their sails!

SAILING RULES

Luffing before the start (old rule 40, new rule 38.1)
When before the start a leeward yacht is luffing above close hauled, and the windward yacht attains mast-line, the old rules required the leeward yacht to simply stop luffing; now she is required to bear away to close hauled.

Seriously hindering a yacht (old rule 31.2, new rule 30.1)
There is now a clear rule requiring a yacht that is not yet racing or that has completed her race not to seriously hinder a yacht that is racing. If a yacht infringes this rule and there is a hearing, a protest committee now has now option but to penalise.

Interfering with a yacht taking a penalty (new rule 30.2)
There is a new rule prohibiting a yacht from deviating from her proper course to interfere with a yacht that is exonerating herself (doing a 720 for an infringement of part IV B or C, or a 360 after hitting a mark). Under the old rules in the last race of a series where yacht A's sole objective was to drive yacht B down the fleet, yacht A could prevent yacht B from ever taking a penalty.

Huw Pearce
RYA Representative

Don't Forget Your Subs are Due! If YOU haven't paid yours yet, why not go and get your cheque book out and send in your subs to John Lang now you will make him so Happy!

Osprey Class Association Committee

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Osprey Events & Open Meetings 1993

17th - 18th April	Hornsea	
1st - 3rd May	**Inland Championships, British Steel**	Iain Williams
8th - 9th May	Poole	Trevor Brown
15th - 16th May	Mounts Bay	John Marks
29th - 31st May	Fecamp	Iain Williams
29th - 31st May	Marconi Regatta	Ken King
5th - 6th June	**Southern Area's Hayling Island**	Nick Willis
5th - 6th June	**Northern Area's Keilder Water**	Roger Edwardson
12th - 13th June	Mumbles	Oscar Chess
19th - 20th June	Minnis Bay	Terry McDonald
3rd - 4th July	Lord Birkett Ulswater	
10th - 11th July	**Welsh & Midlands, Blithfield**	Chris Guy
10th - 11th July	Poole Regatta	Trevor Brown
18th July	Tenby "Round the Island" (pre-deliver your boat to the Nat's)	
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
11th - 12th September	Mounts Bay	John Marks
September	Sheppey Island Race	John Shenton
2nd - 3rd October	Lymington	
To Be Decided	Stewartby	Nick Jones

Wilkinson Sword - this trophy will be competed for from August 1993 to July 1994 details will be advised in the July Magazine

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