National Osprey Class Association



Magazine

December 1993

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Front Cover: Oscar Chess & Chris White
The Champions Tenby 1993
in Osprey 1085 Toothpick!

Photo by Courtesy of Colloryan

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Terry's Tarradiddle

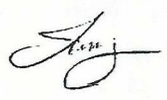
Yet another National Championships has gone by, did you miss it? you shouldn't have! It was a great Nationals hosted by Tenby where all the races started pretty well on time and there was no faffing around by the race team. Of course there are those who would not agree with me for a number of reasons, some felt that the races were not far enough off shore and were thus influenced by the land mass.

Others who felt the legs should have been longer, they were certainly too long for me on Tuesday!

Still others who felt the Championships should not have included a "Round Caldey Island Race". To those I would say it was a "one off" in forty years to commemorate our designer .....we almost all of us enjoyed it! Why? because it was different and it presented perhaps some of the most spectacular scenery most of us are likely to see in our normal sailing.

Yes it was a heavy weather Nationals with puffs and shifts and yes it has been worse weather elsewhere, its also been much lighter as well. For my money it was better because there was no mucking around at the start and the race officer got on with it. The 1991 Nationals nearly finished me for good, over five hours on the water, no race even started and we all got towed in, had we started on time we could have raced. Yes I know some said it would not have been a race, but, we are supposed to contend with the elements and we cannot expect them to be consistent.

We got a Super Champ even if he couldn't remember where he was, perhaps he should have looked at his AA Book of the Roads! And his crew well, he couldn't even remember which week it was, but still,



ps nearly forgot Happy Christmas

Chairman's Cantillations



The year is rapidly moving on and since the last magazine the Association has held its Nationals and the remainder of the Open Meetings.

The Nationals Co-ordination Committee was this year headed by Iain Williams. Iain worked very hard to ensure that all the prizes were collected together, glassware engraved and any local sponsors bagged and turned into donors. His continued pressure gave us a very good spread of prizes including the new Sixth Race Trophy donated by British Steel Sailing Club - thank you Iain for all your hard work.

During the Nationals of course we have our Annual General Meeting. This was attended by only 19 members, 11 of whom were Committee Members! This turnout was appalling and shows considerable apathy within the main body of the Association. Hopefully this can be redressed at Mounts Bay next year.

The Handbook, having hit the streets so to speak, was offered for sale at the Nationals. Some 50 odd were sold and for all those members who still have to obtain one, please send a size A4 stamped and addressed envelope (£1.15 2nd and £1.50 1st Class), plus £2.00 for the Handbook to Terry McDonald. The Handbook contains some very important data for setting up boats and detail sketches of control set-ups of known fast boats and some general comments from top helms of the Fleet. It also contains all measurement data, constitution, Nationals and Area Championship records as well as a list of boats with their last known or presumed home.

Some of the data is already known to be out of date and the only way we can update is by those who know the history giving us the feedback. To do that all owners should have a copy!

Boat changes are also another problem in that only very few owners inform us. Any time a boat changes hands, it should be reported to the Secretary. It would also appear to be the case that certificates are not being kept up to date and technically the Osprey then becomes Out of Class.

Either way, it clearly helps records if these items were dealt with correctly by each boat owner.

The general background business of the Association is now proceeding with the Dinghy Show firmly on the schedule and the 1994 programme already fixed, including the Return to the Mount Bay the time this is read, Christmas will be upon us yet again, so Compliments of the Season and see you on the circuit in 1994.



Don't forget subscriptions are soon due a proforma Bankers Standing Order form can be found in the magazine why not use it to save you having to remember to pay your subs?

If you already pay by standing order (and most members do now) you need do nothing unless you have changed your address, boat or any other details.

Don't be late because it only adds to the costs of running the association and after all it is your money that you will be wasting.

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Open Meeting Reports

Minnis Bay

The weekend of June the 19th / 20th set fair for a good sail, the sun was out, the wind was 3 to 4 what more could one ask.

Some six boats prepared for the first race, the traditional "Minnis Bay Osprey Open" long distance race, it has also been agreed to have an ISO Open at the same time. The course was set for a beat against wind and tide to round "Herne Bay Pier" (or rather what's left of it). Leaving the pier to starboard a broad reach to the "East Last Buoy", two and a half miles offshore from Reculver was to be left to starboard also.

The last leg was a run back into Minnis Bay to cross the finishing line. Many of the shoreside prophets said "Huh! they will be back in an hour" but with a beat against the tide they were certainly wrong.

Most boats opted for a port start inshore, 695 Antares helmed by myself and crewed by Bob Downer decided to start from seaward on starboard, just to be different and to get clean air, this was a mistake which cost some 3 minutes disadvantage.

John Shenton and Tim Kift in the beautifully converted 555, Schh You Know Who, had a cracking start and led from start to finish and never once looked back. There were some doubts in their mind however as to the exact location of the East Last Buoy. As a result they followed that erstwhile team of Mike Speller and Tony Murphy who were sailing the same course in their ISO (can't stand these traitors) and were using downwind tacking due to their carrying an asymmetric sail on one of these jousting pole thingies!
The winds were extremely shifty especially off Bishopstone Glen where most crews experienced mouth drying windshifts and near capsizes. 695 did not quite recover from one such shift and having capsized with the mast uptide suffered a complete inversion as a result and recovered with a broken mast.

Despite their apparent mistake of following the ISO, 555's action paid off and they gained considerably on the rest of the fleet at this stage and they came in 4 minutes in front of Phil Lewis and Philip Hurst in Screaming Eagle, 1226. Only 4 seconds behind, in that boat with such a good reputation for winning at Minnis Bay, came Hagar the Horrible, 1224, now being driven by Jane & Chris Seymour. Jane & Chris were followed by Chris Dodds and Eric Marshbanks in 663 Zebedee, in what was Zebedee's first outing for nearly two years. Fifth was Steve Offer and Simon Barker in Shadowfax 1031.

The second race saw a fine sunny morning with a steady Northerly Force 3 blowing, the broken masted 695 was exchanged for 1165, Movie Star, whose normal skipper was indisposed and was in need of a helm. The fleet was also joined by Mick Greenland from Sheppey (don't know why we let these 505 sailors use such beautiful boats) who was a welcome boost to the numbers.

All participants had good starts, John Shenton and Mick Greenland soon went into the lead with everybody closely following, Greenland was first round the windward mark closely followed by 555, the last to round was Shadowfax.

The race saw many changes of position during the first Triangle and Sausage, but the real battle began during the second and third legs of the second triangle. The wind became lighter and two schools of thought emerged, those who favoured a direct line between the wing mark and the leeward mark, running against the tide and those who choose to broad reach inshore to get out of the tide and use the speed thus generated to reach the mark quicker. Greenland and Shenton choose to battle it out on the run and this saw

Greenland lose his lead and Shenton who fell ever farther back in a failing wind. Phil Lewis seized the advantage of being the leader of the reaching school of thought and rounded the leeward mark well in front of Greenland.

The Race Officer (695's crew from Saturday), wisely had decided to shorten course and everyone was now racing for the finish line well out to sea. Lewis led Zebedee, Hagar the Horrible, Movie Star, Greenland, Schh You Know Who and Shadowfax towards the finish. Shadowfax and Schh You Know Who were making heavy weather of the conditions and were falling further and further back.

Phil Lewis' lead was unassailable and so he was to receive the gun. Mick Greenland followed and shortly after Zebedee crossed the line. The fight for 4th place was being fought from two different angles by Terry McDonald and Bert Fokkema in Movie Star, on the one hand, who were running into the line on starboard, carrying the tide. Jane & Chris Seymour on the other hand had chosen to come on Port, across tide. In the end Jane just got the gun but had Movie Star tacked onto port this would not have been the case.

A very disconsolate 555 came in some short while after followed by Steve Offer in Shadowfax. So light had the wind now become that the rescue boats were "towing in" to ensure that the crews got lunch and that all important beer to quench, by now, raging thirsts.

The afternoon race was not to be, the wind refused to pipe up and the decision was reluctantly taken to abandon the afternoon race. This was very unfortunate since the afternoon race could have clinched the open for any one of three or four boats. In the event the meeting was won by Phil Lewis and Phil Hurst who had a first and second to their credit. John Shenton and Tim Kift had to accept that they would not get the chance to repeat their success of Saturday.

Prize Giving was set for 3.30 p.m. giving the visitors the chance to pack up and shower in a more leisurely way than is normal and engraved tankards were presented to the winners by the President of MBSC Mr Sid Barry. Suffice it to say after prize giving the wind piped up, someone was heard to mutter "Sods Law Again!"

Final Results were

Boat	Race 1	Race 2	Points	Position	Crew
1226	2	0.75	2.75	1	Lewis/Hurst
695/1165	6	5	11	6	McD/Downer/Fokkema
1031	5	7	12	7	Offer/Barker
1224	3	4	7	3	Seymour/Seymour
663	4	3	7	4	Dodds/Marchbanks
555	0.75	6	6.75	2	Shenton/Kiff
824	7	2	9	5	Greenland/Cousin

Report by

Terry McDonald

Mumbles

Mumbles Yacht Club hosted another magnificent Osprey Open Meeting on the 12th & 13th June.

Race Officer Les Hickson set an exemplary Olympic Course resulting in close racing all weekend.

In the first race the Bale Brothers took honours after Chess and Slattery started a premature lap of honour (*I think this is a new expression for doing more than the prescribed number of laps, Ed*) and Charlie & Trolls rudder clip expired at the moment critique! Mark Slattery was a late substitution having only trapezed twice before, but, this was on a Sydney Harbour Skiff!

The second race was dominated by Roderick & Willis, the rest of the fleet were dirt under their chariot wheels in a freshening northerly breeze. Joe Roderick has just finished his finals and is going out into the big wide world, Good Luck Joe!

Sunday morning dawned with more sunshine, but lighter winds, Chess got out his "AA

Book of the Road" to win, the Bales were off their usual pace in these conditions with a kebabed mainsail. Roderick & Willis maintained their consistent form with a second, the Bales third and Robiero & Pettifer an improving fourth.

The overall result was in the balance, the first beat of the final race and it could have gone any way, but Chess sneaked through to clinch the race. The old fogey's Murray & Pym staged a late charge to grab second place, when Roderick & Willis dug a very large hole and jumped in on the penultimate beat. It turns out that Mike & John were spurred on by the thought of a massive "Pig-out" in the clubhouse afterwards.

Overall Results

1st	Toothpick	Oscar Chess & Mark Slattery
2nd	Lady Anne	Joe Roderick & Nick Willis
3rd	Mistral	Alec & John Bale
4th	Stringbag	Mike Murray & John Pym
5th	Race Relations	Mike Ribiero & Ian Pettycrime
6th	Heamatoma	David Charles & Nick Trollope

Report by

Oscar Chess

*M*ounts Bay

17 Ospreys took to the water for this Years Panmorra Cup Event at Mounts Bay Sailing Club. This event was supposed to be a two day event but as usual this season the weather gods thought otherwise.

Saturdays racing was sailed in a Northerly 4-5 on an Olympic style course. There was a long start line which allowed easy starting with most of the competitors opting for a starboard tack start at the port end of the line for the first race. Local helm Jeremy Taylor made a dream start off the line on Port Tack and started well clear of most of the fleet. Mike Webber-Walton from Hayling Island then took over the lead due to some fast beating and won the first race in spite of down wind attacks from trailing boats. Second boat was Alan Laing from Poole YC. The first local boat to finish was Des Menear in 8th place.

In the second back to back race after a battle with Mike Webber-Walton the eventual winner was Alan Laing with Phil Angrave also from Poole YC, in third place. This was a hard fought race with early leaders Page & Saunders taking a swim at the windward mark and Alan Laing only taking the lead on the last reach and managing to stay there for a very close finish.

This was to be the final race of the event as Sunday racing was not held due to very high winds and rain. With one win each, the event was decided on the results of the last race, with last years winners Alan Laing & Peter Frith taking 1st place thus taking the Panmorra Cup back home again to Poole YC.

Overall Results

Place	Boat	Boat Name	Helm /Crew	Club
1st	1267	Another Swift Half	Alan Laing / Peter Frith	Poole YC
2nd	1265	Aquavit	M W-Walton / S Weatherill	HISC
3rd	1198	Blue Moon	Phil Angrave / C Rainback	Poole YC
4th	1223	Blind Faith	C Gorringe / N Gorringe	Poole YC
5th	1250	Really Random	N Robinson / M Bower	HISC
6th	1270	Hard On	V Page / G Saunders	HISC
7th	242	Lady Anne	R Marshall / N Willis	HISC
8th	1146	One Step Ahead	D Williams / M Somers	Mounts Bay SC
9th	1211	Pot Pourri	J Marks / A Hosking	Mounts Bay SC
10th	349	Mirage	J Pritchard/ G Gooding	Mounts Bay SC

Report by

John Marks

Championship

The Nationals Report

Nationals Tenby 1993

Saturday 24th

Social Life

The social side started, after boats had been rigged, with the Commodores reception and Blake's (the Race Officer) briefing, the evening was completed by old friends catching up with the latest news over a convivial drink .... or several perhaps. Those keen sailors were early to bed, whilst the erstwhile who can drink and yet still drive in the morning carried on the evening with aplomb!

Sunday 25th

Practice Race

The majority of the fleet were blown out from the lee of the land into a North Westerly breeze which was in Steve Watson's words a bit of a drifter (this means a 4 to 5 for lesser sailors). It was quite gusty in places, the race was started dead on time with 824 as the pathfinder. 1259 Dave Chalkley & Steve Watson rounded the windward mark 30 yards ahead of the competition, 1116 Steve Rich and Iain William's in a attempt to break 1259's lead went for the hoist but never got the Kite right up before they were swimming. One or two brave souls attempted a hoist but most thought discretion was the better part of valour, so only the odd pink thingy thought to belong to Adam Bowers was seen.

Rob Shaw & Tony Harper, 1252, managed to pass Dave & Steve half way down the second reach but the lads from Humberside wrested the lead back from Rob on the second windward leg and led until the end of the downwind leg when they managed a graceless gybe which culminated in a cold swim. 1116 Steve Rich & Iain William's took advantage of the Humberside lads misfortune and took the race. Despite their misfortune Dave & Steve still came in second, followed by 242, Dave Edwards & Nick Willis in third, 1198 Phil Angrave & Colin Rainback came in fourth, followed by 1265 Mike W-Walton & Simon Weatherill in fifth. Nigel Skudder & Adam Bowers got the sixth place, no doubt saving themselves for the real thing.

1st Points Race

A delay of approximately 20 minutes was experienced in lumpy conditions prior to the start which saw 1272 acting as pathfinder. Martin Stainsby & Jason Barker in 1254 found that his decision to go to the starboard side of the course was the right decision and they rounded the first mark well in the lead. For some reason a large number of boats took exception to the first mark and hit it, they included Chalkley, Shaw and Rich to name but a few. Spinnakers were not much in evidence and those that did brave it out found that their "daring do" did not give them any real advantage in the gusty 4 occasional 5. The wind decreased a little throughout the race. The first gun went to Nigel Skudder & Adam Bowers, 1271, last years National Champions, how will they fare in the rest of the series?

1271 was followed by 1085, Toothpick, Oscar Chess & Nick Daley-Hunt, who had to crew Oscar, whilst Chris White his proper crew was being airlifted from an Oil Rig in the Irish Sea, it appeared that he had booked the wrong week for his holiday and had to resolve his error quickly. Third 1116 Lethal Weapon, driven by Steve Rich & Iain William's. 1254 Katie Wiz, driven by Martin Stainsby & Jason Barker came in fourth ahead of Martin Lewis & David Gorringe, 1207 Sciaffino. Neil Robinson in 1250 Really Random coming a commendable 6th crewed by Martin Bower.

By the time the author arrived at Tenby at 1.30 p.m. many of the fleet had already returned and it was a pretty sight seeing the rest of the fleet briskly heading into the Harbour in bright sunny conditions.

Social

The second evening was a well supplied Buffet provided by the Host Club which was a splendid spread with plenty for all, room as always was tight in the clubroom but we managed to form an orderly queue and somehow managed to find room for those whose plates were full to pass by. It all worked out quite well as those queuing provided seats for those with their plates so the food could be eaten in comfort. 2300 found most sailors already departed for bed ready for a 1100 start in a forecast force 4.

2nd Points Race

The early morning forecast was a N or NW 5 to 6, the weather had a decidedly wet look to it with large grey clouds scudding across the sky, showers were to be expected and they came! The fleet set out in on a brisk broad reach to the start line in a good four with some puffs and shifts. The Race Officer got the race off on time and without incident, although he did confess afterwards that he had had engine trouble, caused by a dirty filter that he had not realised was in the fuel system, he has only owned the boat for twenty years!

The guard boat crews also had some anxious moments as pairs of Ospreys hurtled towards them in the brisk breeze, no one actually hit them but there were some hearts in mouths no doubt in both boats.

The race claimed many victims and there were many who returned with damage, ranging from broken boom ends, rudders, plates, trapeze handles to mention but a few. Nigel & Adam took the lead early on and got well clear but they were challenged by Oscar & Chris, but Nigel & Adam managed to regain the lead on the last run and held it to take the gun followed by Toothpick. Katie Wiz was third and Lady Anne, 242, was fourth, Nicks old boat Stiff Stuff got fifth far enough ahead of Dave Chalkley not to worry about their position.

The wind actually managed an odd five but was a heavy four most of the time, some of the gusts were in excess of that, these took their toll on gear and quite a few had to retire with broken boats.

Social

The Mayors reception was held in the Mayors Parlour to welcome the Tenby Sailing Club Officials and the Osprey Association Committee which was a very pleasant affair. Crews found a good meal in town the order of the day washed down with copious quantities of beverages of various sorts. Some somewhat overdid things and there were a few sore heads in the making by all accounts.

3rd Points Race

Tuesday dawned with yet more wind forecast, this time it really was very heavy with a good six blowing and reported gusts in excess of 27 kts. Martin Stainsby was first to the windward mark yet again, followed by Rob Shaw in Roker Express, the first Chipstow Osprey. Some crews found the sight of 1247, Stringbag, upside down on the first reach wildly amusing, no doubt the early morning swim fully awoke Ian & John. Many people went for swims down the run which was by now in a rising wind which produced a very wild ride, Steve Rich & Iain William's were among those in the front who suffered a swim at the end of the run. Oscar Chess finally found clear air and took the lead to get a convincing win to add to two seconds which he had already gained. Dave Chalkley & Steve Watson also found good form and got a very creditable second two boats lengths ahead of Martin Stainsby and Jason Barker who had struggled vainly to retain their early lead. Nigel Skudder & Adam Bowers found the conditions not entirely to

their liking but still managed a fourth to add to two firsts. 1265 & 1267 followed in fifth & sixth respectively, the race claimed twelve retirements no doubt due to the very heavy conditions, 4 crews decided for various reasons not to venture out at all, thus finished a very heavy days sailing.

Social

Tenby had put on a Barbecue which was a really substantial affair washed down with more liquid material which was necessary to wash away the vast quantities of salt taken on board during the early part of the day. Carousing seemed to continue rather longer into the evening than previous nights, a tribute to the quality of the Tenby Bay salt no doubt. Strange that the noisiest group was the Tenby Sailing Club Race Team, after all they didn't have to dodge the vast quantities of salt spray which was thrown at the Ospreys no matter the point of sailing.

4th Points Race

Wednesday dawned slowly since the start was scheduled for 1230, a lay in and a late breakfast was the order of the day for all. The Race was a special 40th Anniversary one, the trophy being competed for, the Proctor Memorial Trophy. It had been decided to race around Caldey Island in memory of Ian Proctors winning the "Round the Island" race forty years ago in the first Osprey!

The Beachmasters, Paul & Dave had provided a forecast of SW 5 to 6, in fact we managed to get a force 3/4 which was a blessed relief for most after the previous days very heavy weather. It was a very pleasant sail in welcome sunshine which lasted throughout the race which took around 3 hours for the bulk of the fleet to finish. The route was scenic to say the least with fairly big swells at the back of Caldey, unfortunately there was not really enough wind to make great use of them, but it did give the crews the chance to gaze at the inhospitable coastline which had boiling white surf at the base of the steep rock cliffs.

After rounding the island there was a long run to the next mark which was well inshore and to the north of Tenby. This leg saw most downwind tacking to make the most of the wind, or, was it that no one quite knew where the mark was and everyone was following the leaders attempts to spot it?

After the mark had been found it was a beat to the next mark a mile off the harbour, a broad reach to the next mark, a finer one to the downwind mark and a final beat. Blake had the finish line placed just so, enabling a smart right turn to be made after crossing the line to lay the harbour mouth with ease.

Oscar was the guy with the right feel for the race and he made the line with some to spare, Nigel Skudder & Adam Bowers fought hard to reach 2nd place, 1247 Ian Fryett & John Pym clawed a 3rd place, the best result for them so far. Martin & Dave in Schiaffino also got their best result coming in fourth. DJ & Nick in Lady Anne followed in 5th place and Phil Angrave & Colin Rainback took the sixth gun. There were varying views about the race but generally the majority enjoyed it and though some would have preferred to have had a straight Olympic Course the final result of the championships was not likely to be changed it was thought. At least everyone managed to complete the race something which had not been achieved for the earlier part of the series.

Social

A cheese and wine evening was scheduled for the evening so the town was to be sacked first for a meal by hungry Ospreyites. The Chairman with unusual aplomb managed to arrive late for the event and found most of the cheese demolished though his favourite red wine was still available. The 40th Birthday Cake was a delightfully produced masterpiece

Porter Brothers

Everything for the Osprey Sailor

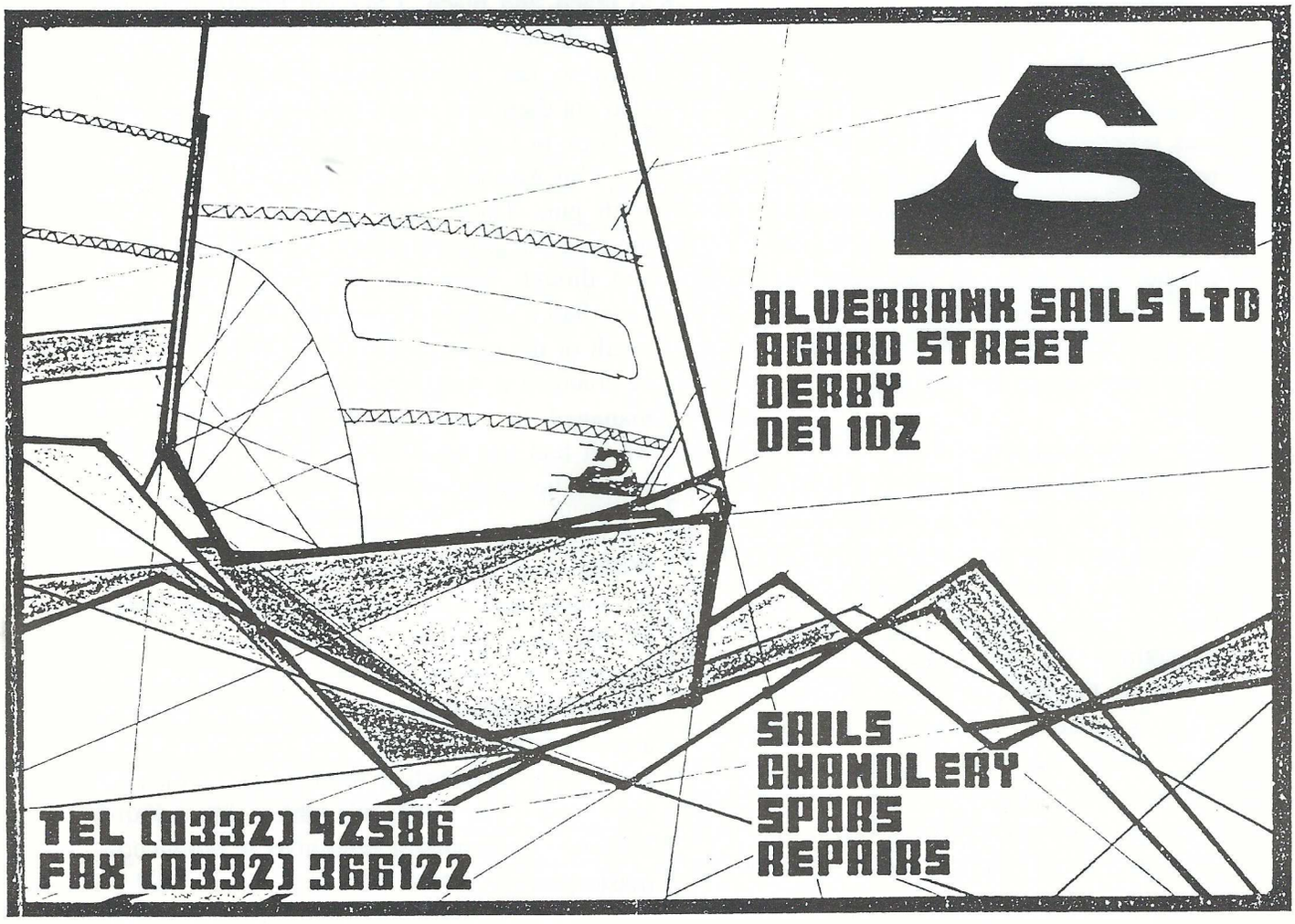
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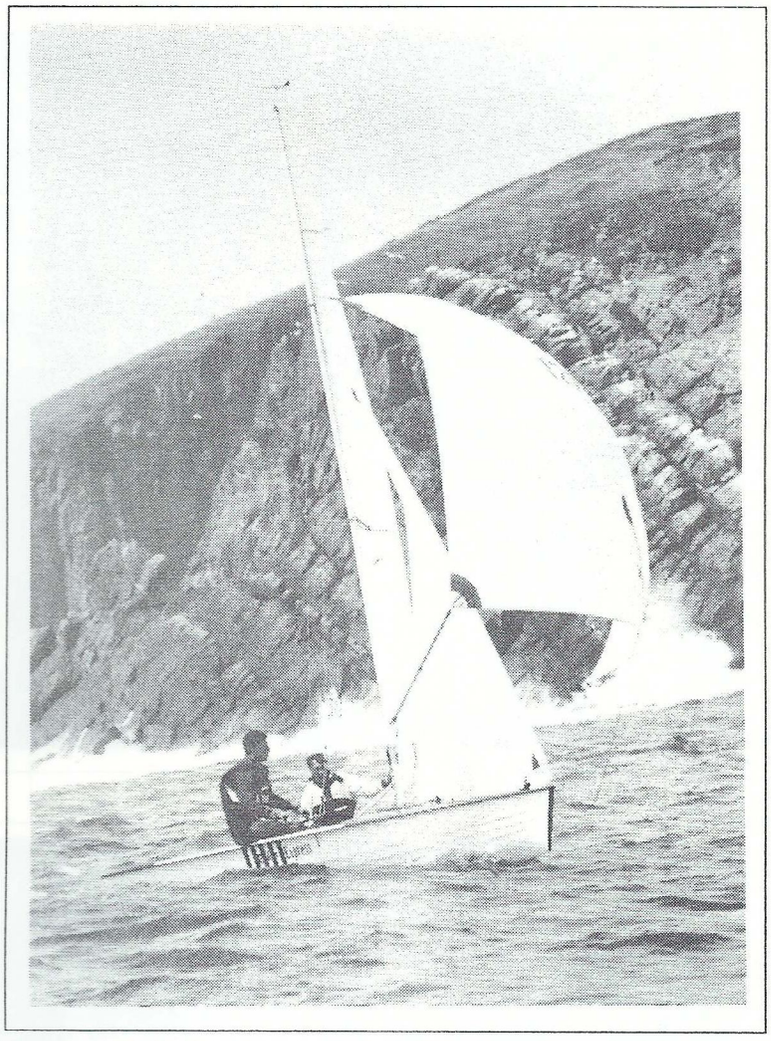
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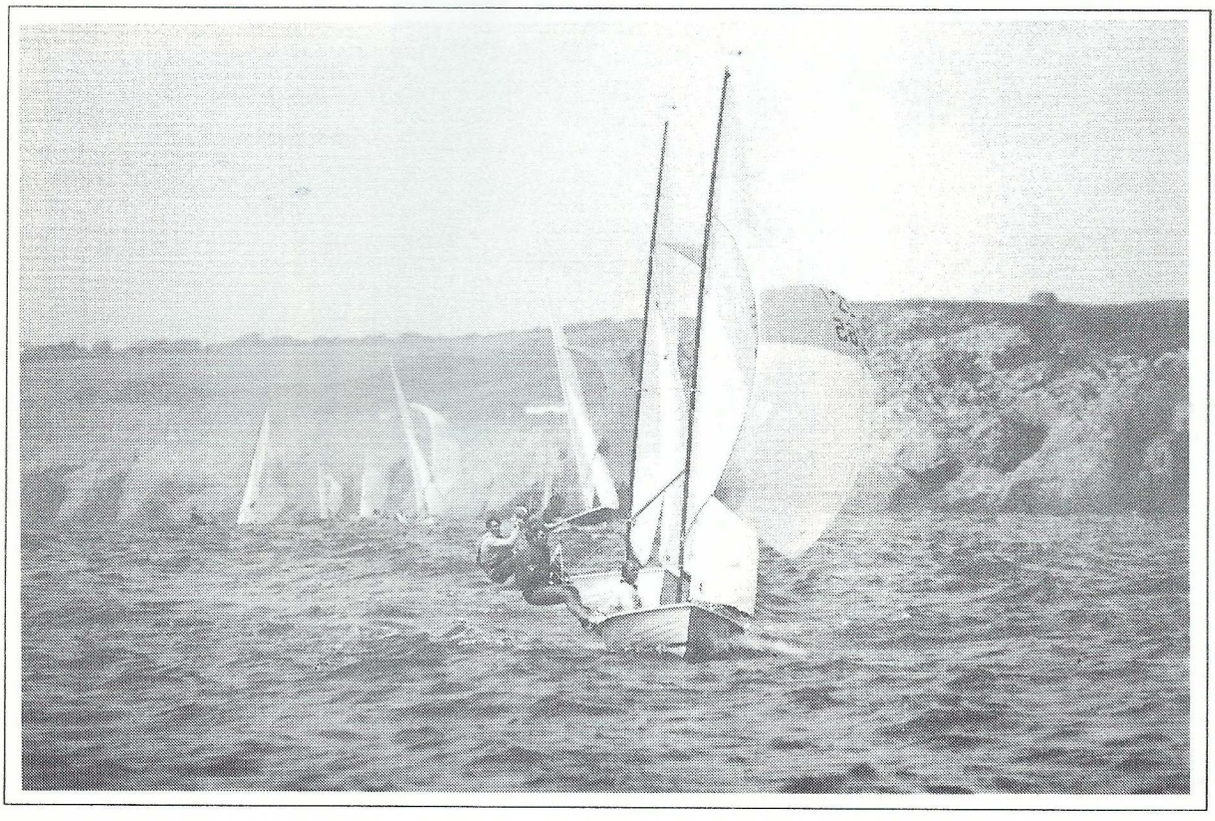
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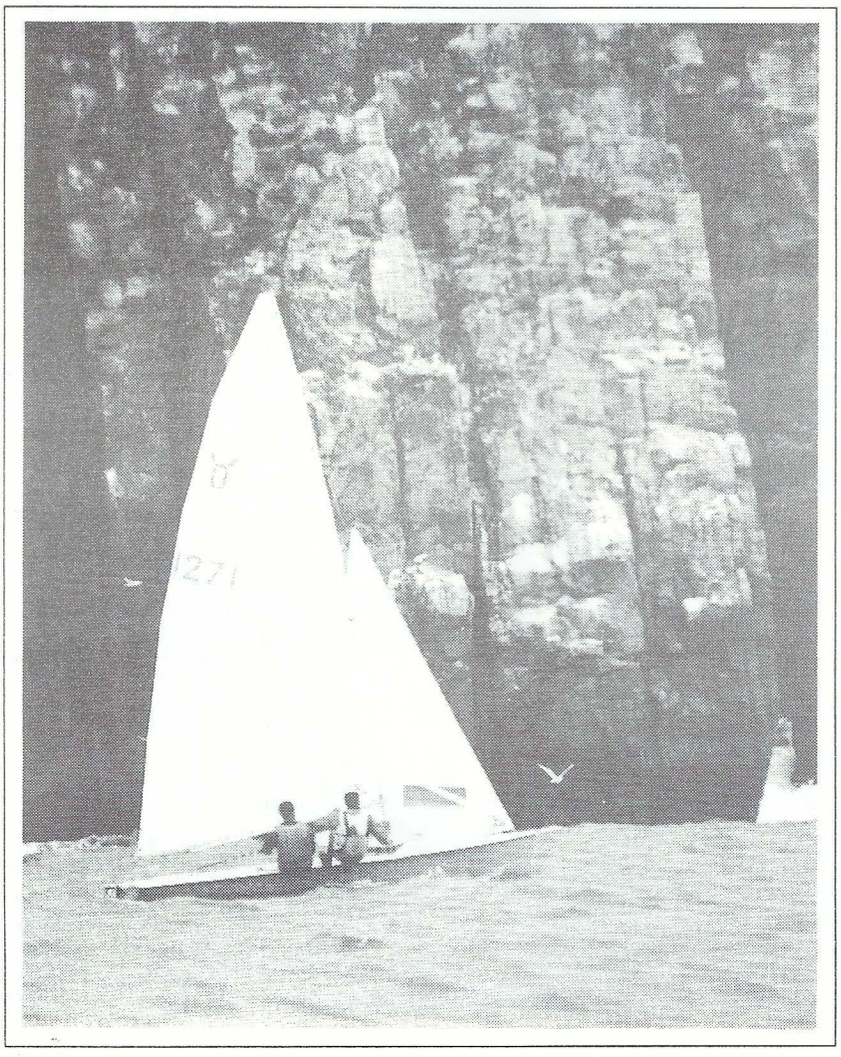
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Photos by Colloryan





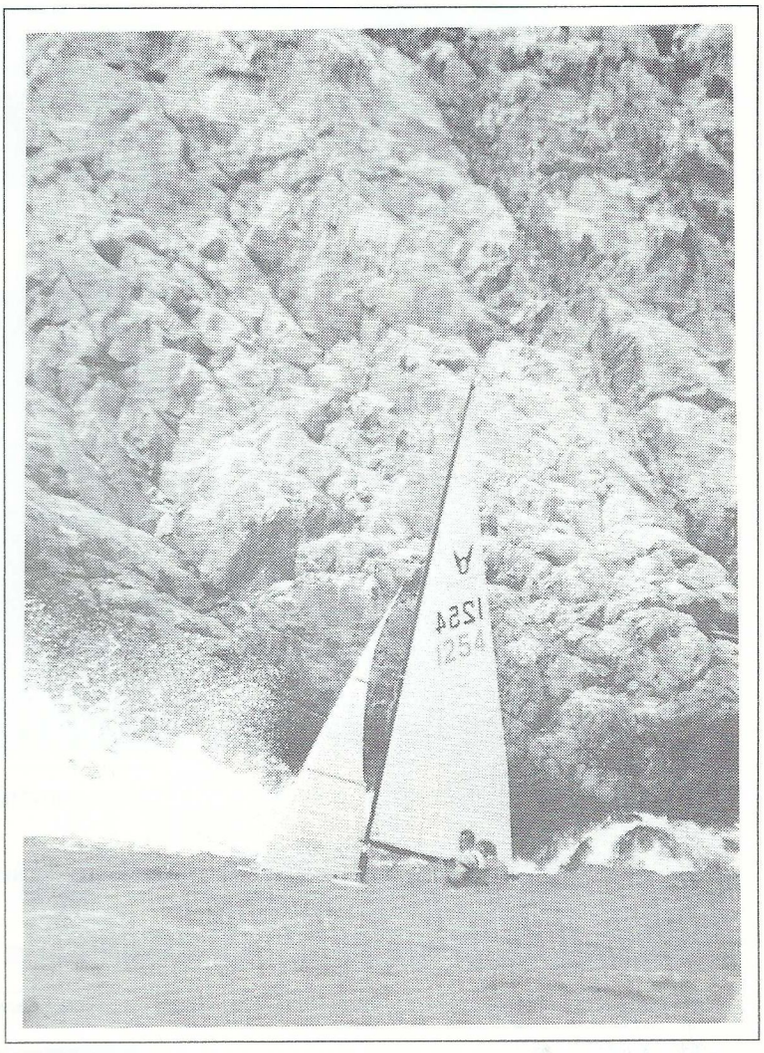


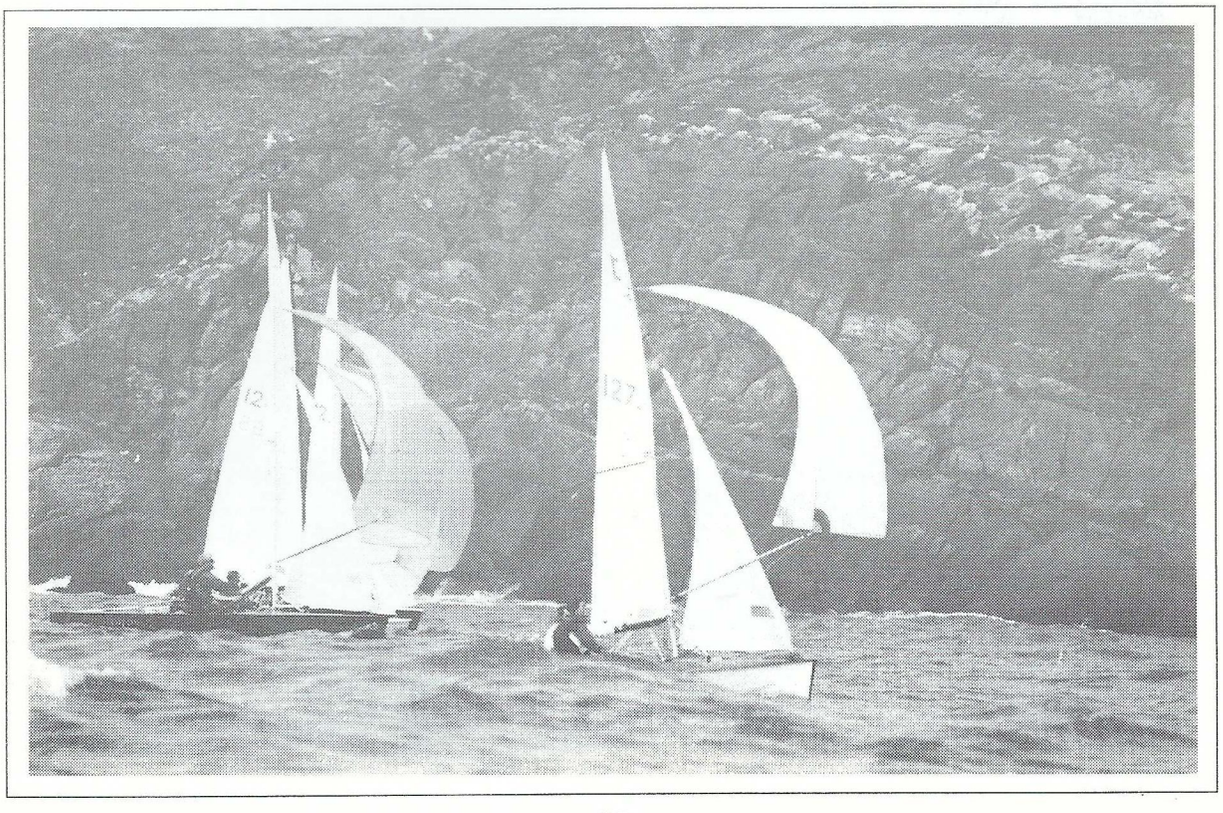
Top
The Victors
Photo by Cathy Pearce

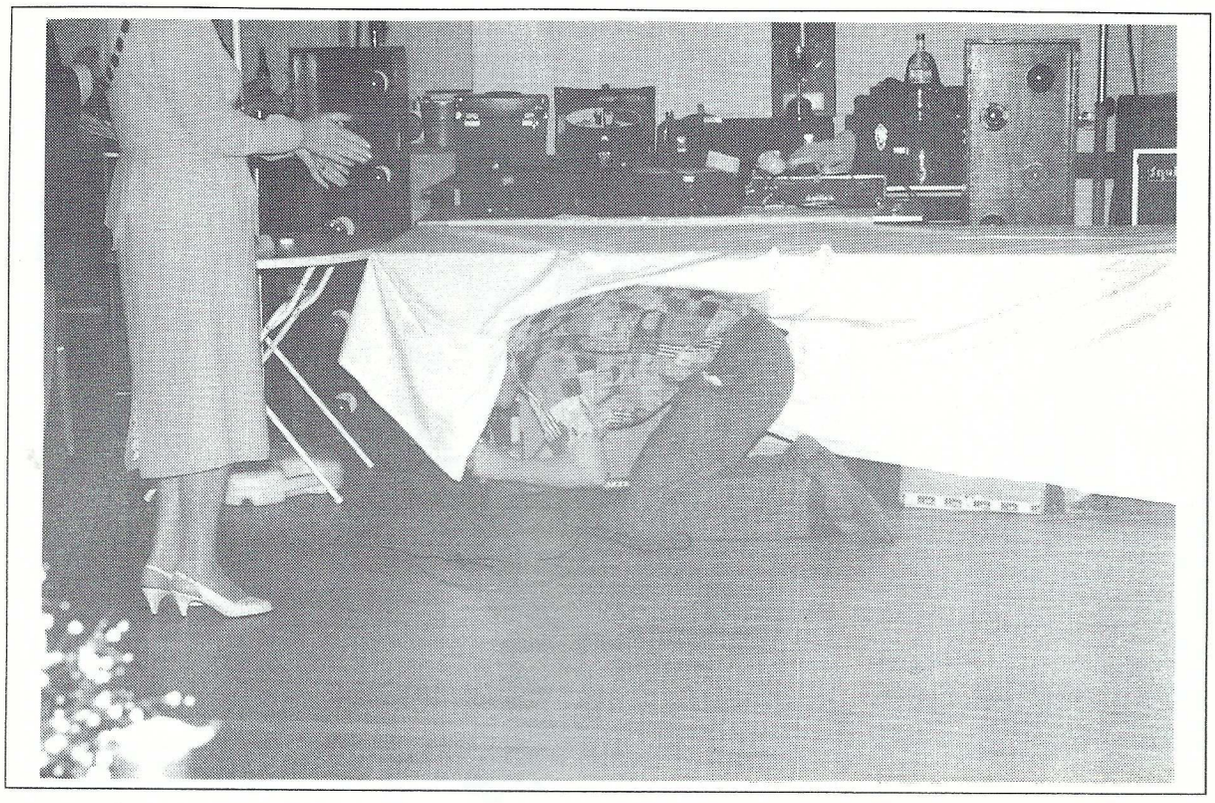


Left
1271 Chasing Seagulls
round Caldey
Photo by Colloryan

The Grandeur of Caldey
Photos by Colloryan







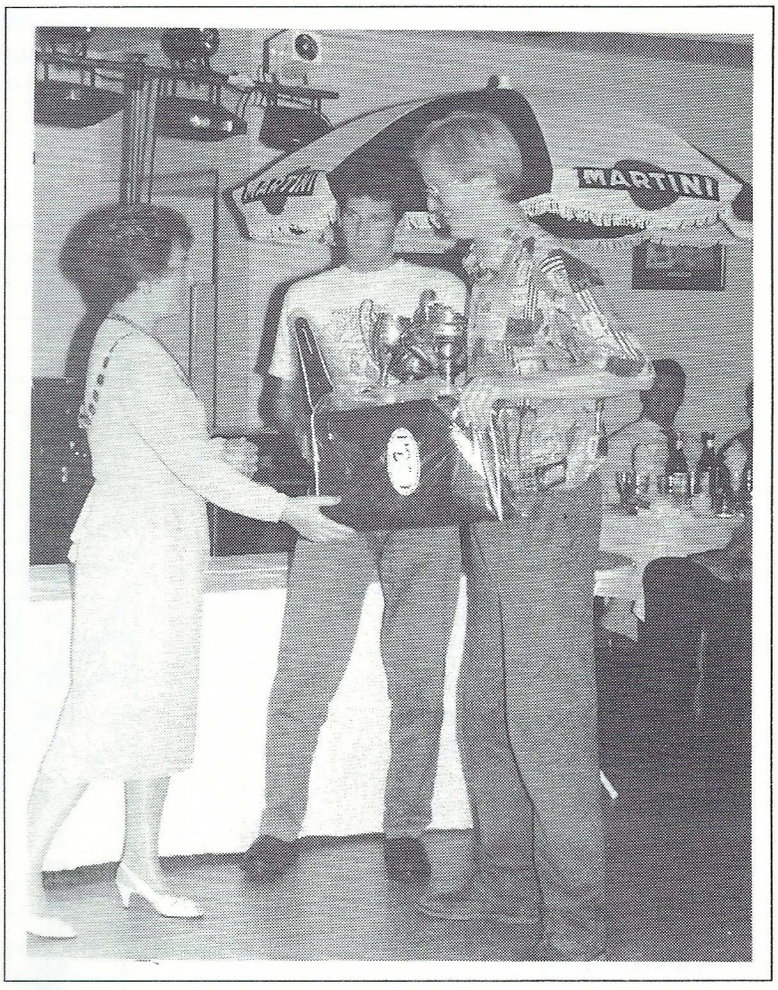
Oscar trying to hide his embarrassment after his gaff

Both Photos by Cathy Pearce

Nigel & Adam



Oscar & Chris get their reward



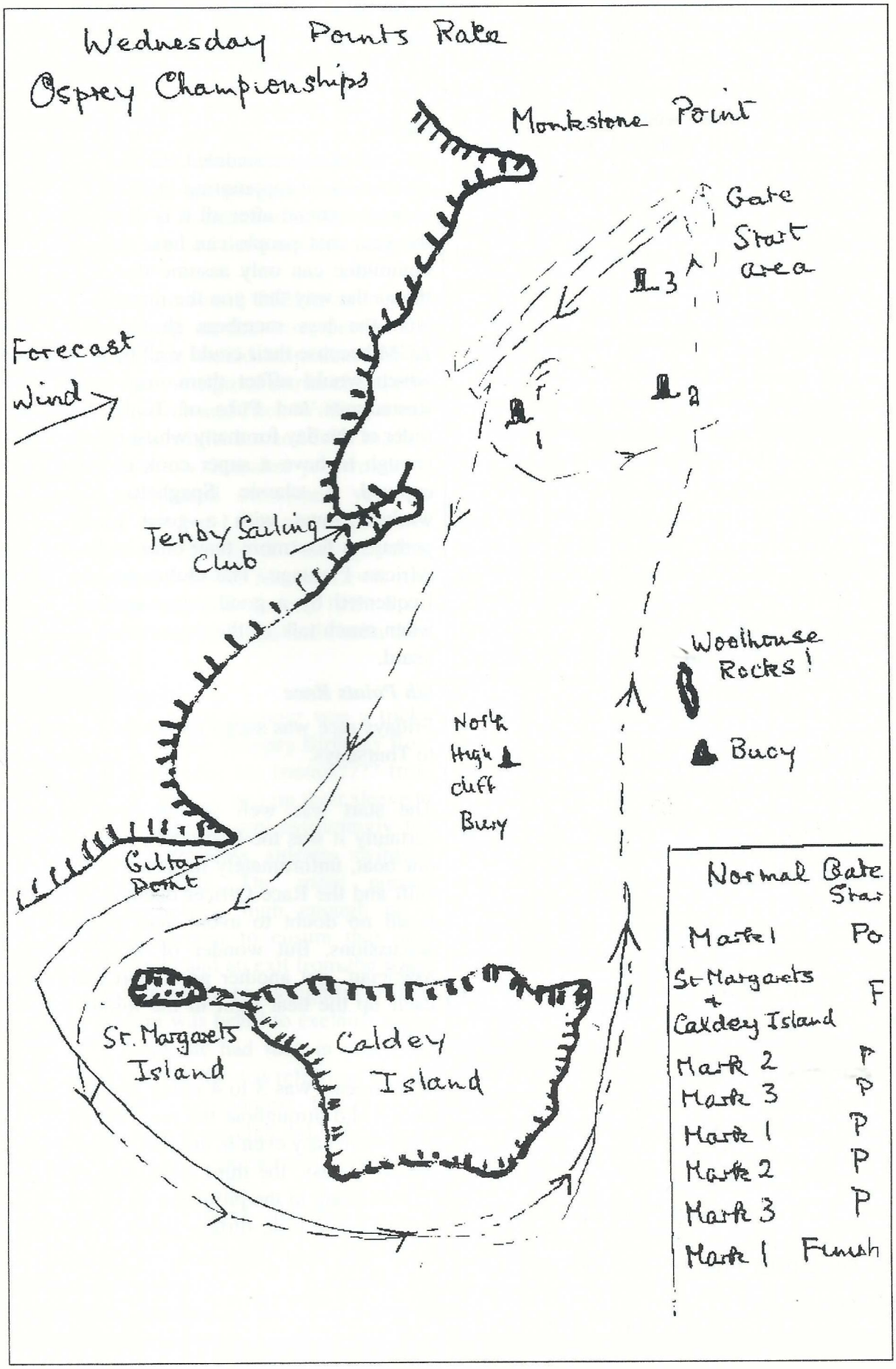
Both Photos by Cathy Pearce

The Northern & Scottish Winners



Overall Results

Boat	Helm	Crew	Prac	Race 1	Race 2	Race 3	Race 4	Race 5	Race 6	Points	Pos.
1085	Oscar Chess	Chris White	56	2	2	0.75	0.75	0.75	0.75	5	1
1271	Nigel Skudder	Adam Bowers	6	0.75	0.75	4	2	5	58	12.5	2
242	David J Edwards	Nick Willis	3	9	4	13	5	2	2	22	3
1254	Martin Stainsby	Jason Barker	56	4	3	3	13	10	4	24	4
1247	Ian Fryett	John Pym	56	8	15	10	3	3	3	27	5
1207	Martin Lewis	David Gorringe	56	5	16	12	4	7	5	33	6
1267	Alan Laing	Peter Frith	56	12	9	6	11	4	13	42	7
1259	Dave Chalkley	Steve Watson	2	11	6	2	14	12	11	42	8
1265	M Webber-Walton	Simon Weatherill	5	15	8	5	19	8	8	44	9
1116	Steve Rich	Iain Williams	0.75	3	10	11	15	9	23	48	10
1198	Phil Angrave	Colin Rainback	4	14	13	7	6	14	10	50	11
1250	Neil Robinson	Martin Bower	56	6	14	9	10	17	12	51	12
1272	Robert Shaw	Tony Harper	10	7	19	14	12	6	16	55	13
1223	Chris Gorringe	Nadia	58	10	11	17	18	15	6	59	14
1260	Ian Wilson	Dave Shepherd	8	18	5	19	8	13	19	63	15
1270	Nick Rawlings	Geff Saunders	56	19	7	8	16	18	21	68	16
1024	Gavin Rose	Terry Greene	7	16	22	32	7	22	7	74	17
1178	John Lang	Malcolm Clack	56	13	24	30	22	16	9	84	18
1194	Geoff Stubbs	Duncan Hindley	56	17	12	16	30	19	20	84	19
1140	Mark Taylor	Rob Gillespie	56	56	27	18	17	27	15	104	20
1238	Alex Bale	Jon Bale	9	22	25	20	9	30	46	106	21
1240	Fiona Bullmore	Huw Pearce	58	56	40	23	21	11	17	112	22
1275	Andy Reed	Mike Smith	56	56	21	15	26	36	18	116	23
1235	Tim Brace	John Rees		29	17	24	25	28	30	123	24
1205	Keith Gibbons	Mark Wetton	56	56	23	21	32	26	25	127	25
1246	G. Wilbraham	M Stephens	56	26	28	29	24	29	28	135	26
1256	Dan Lewis	Ted Lewis	11	21	20	25	49	39	38	143	27
1142	David Charles	Lyn O'Kane	56	56	31	27	28	31	27	144	28
824	M Greenland	R Wheeler	14	23	42	39	29	21	37	149	29
1224	Jane Seymour	Chris Seymour	58	30	38	31	20	40	31	150	30
1201	Micheal Guy	Andrew Guy	58	27	32	56	36	38	24	157	31
1258	Leighton Price	Martin Biffin	56	56	34	28	41	23	33	159	32
1228	Peter Reeves	Luke Reeves	56	56	30	26	37	34	34	161	33
1252	Steven Stubbs	Daniel Jackson	13	20	26	56	58	46	14	162	34
1262	Jeffery Wear	Richard Wear	12	24	43	56	31	33	32	163	35
1081	Paul Rendell	Adrian Owens	56	56	18	22	59	32	40	168	36
1230	Roger A. Edwardson	Laurie Decyk	56	56	37	40	42	25	26	170	37
905	Ian Madeley	Paul Madeley	56	56	33	36	33	35	35	172	38
555	John Shenton	Tim Kift	56	56	29	56	34	37	22	178	39
1226	Philip Lewis	Philip Hurst	56	56	46	56	27	20	29	178	40
1036	Don Flannery	Roger Woodhead	56	25	35	33	45	49	41	179	41
1218	John Roderick	James Sullivan	56	28	36	56	39	43	45	191	42
1244	Robert Pilcher	Jim Holdgate	56	56	56	56	23	24	43	202	43
1145	Alistair Mackay	Chris & Cath Mackay	58	58	39	34	40	51	39	203	44
1031	Kevin Gallagher	Nigel Hills	58	58	56	35	47	45	48	231	45
1233	Nick J Jones	W Thomas-Ferrand	15	56	44	56	43	47	42	232	46
1273	Bob Thomas	Paul Taylor	58	58	56	58	38	44	36	232	47
1075	Phil Elliott	Judy Lea	58	58	45	37	50	54	49	235	48
1183	K. Brown	L. Allen	56	56	41	56	44	41	59	238	49
1211	John Marks	Susan Marks	58	58	56	56	35	48	47	242	50
1257	Bob Myatt	S.J. Offer	58	58	56	38	48	52	56	250	51
1181	Terry McDonald	Ken King	58	58	56	56	51	50	44	257	52
1232	Albert Mottram	?	56	56	58	58	46	42	58	260	53
1066	Simon Bridges	Liz Vye	58	58	56	56	52	53	56	273	54
903	Anthony Batchelor	Rick Fearne	58	58	58	58	53	55	50	274	55


Wednesday Points Rate
Osprey Championships
Monkstone Point
Gate
Start
area
3
2
1
Forecast
Wind
Tenby Sailing
Club
Woolhouse
Rocks
Buoy
North
High
cliff
Bury
Gultar
Point
St. Margarets
Island
Caldey
Island
Normal Gate
Start
Mark 1 Po
St Margarets + Caldey Island F
Mark 2 P
Mark 3 P
Mark 1 P
Mark 2 P
Mark 3 P
Mark 1 Finish

of the Master Baker and it tasted just as good. Ian gave a short speech which identified the reason for the cake, the race and the celebration to those present, a toast to the Osprey and those who sailed them was proposed and duly endorsed. Ian then asked Elizabeth Lang to cut the cake which she did with due grace (and a large knife!). Many discussions continued well into the night about the days racing in the convivial surroundings provided by the less crowded clubroom, no doubt the thought of a later start on Thursday ensuring a good layin in prospect decided many a late night on the town was in order.

5th Points Race

Thursday arrived shrouded in mist, it was hoped that the 1400 start would ensure that the mist had disappeared, fortunately that was the case in the end, though the day never really brightened up a great deal. The race was run in a force 4 rising to the occasional 5 in the puffs. The start was a bit strange as the Pathfinder appeared to sail a gentle curve rather than a straight line. This resulted in the majority of the fleet laying the windward mark on one tack. Unfortunately not everyone was able to achieve this, and it caused a certain amount of discussion amongst the competitors but the results were probably not greatly affected in the end. The usual hard competitions were being fought in all parts of the fleet with everyone doing their best to beat each other and to creep past those who were managing to stay in front yet again!

Oscar & Chris finally managed to take the honours for third time in succession in Toothpick, they were followed by the great old lady (no not Nick Willis, don't put words in my mouth) Lady Anne crewed by DJ & Nick. Ian Fryett & John Pym managed to pull another third out of the bag followed by Alan Laing & Peter Frith with their best result of the event, a fourth. Nigel & Adam turned in their worst result a fifth place whilst Rob Shaw and Tony Harper turned in their best result with the brand new Chipstow boat 1272 Roker Express.

Social

The AGM was scheduled for this evening it was most disappointing to see so few members attend after all it is the one time in the year that people can have their say, the committee can only assume that it is doing things the way that you the members want it. Non the less members should attend the AGM because their could well be plans afoot which would affect them very much. The Restaurants and Pubs of Tenby were the order of the day for many whilst others, lucky enough to have a super cook of their own, enjoyed a classic Spaghetti Bolognese washed down with a good bottle (well perhaps a few more than one) of fine South African Pinotage. The clubroom was again frequented by a good representative crowd when much talk of the days racing could be heard.

6th Points Race

Fridays race was sailed in similar conditions to Thursdays.

The start was well set up by most and certainly it was the best start of the week in our boat, unfortunately their was a big wind shift and the Race Officer decided to have a recall no doubt to avoid another round of discussions. But wonder of wonders "The Magician" got another good start and found itself up the beat right in the middle of the fleet!

The forecast was 3 to 4 rising and that's just what it did throughout the race, the first two beats were easy even in the puffs, the run was also very easy, the third reach was getting a little exciting in the puffs and quick rides put one or two a little further ahead. The fourth reach was even faster and the odd capsize was witnessed.

By this time the beat was quite interesting in places, we tried both sides of the course and found nothing in it, others tried and found that it did. The truth was probably that if you were lucky you got the better shifts and gained with them, the wind certainly was swinging about, at one point we were beating on port directly at someone who was beating on starboard! (and no I don't sail that badly!).

Oscar managed his fourth ONE in a row with Chris Whites help on the wire, despite the fact that any place would have done, Oscar still went for it, the sign of a true champion! Dave (DJ) Edwards and Nick Willis got two seconds in a row whilst Ian and John made it three thirds in a row. It makes you wonder if the races are shared out when you see statistics like this but I can assure you they are not, read on! Martin & Jason got their second fourth in, whilst Martin Lewis and Dave Gorringe got their second fifth. Sixth place went to Chris Gorringe and Nadia their best result in the series.

The sail back into the harbour was a tricky one, especially for the Sheppey Birthday Boy, little did he know that his friends???? from Sheppey had a thing or two up their sleeve to ensure the celebrations went swimmingly, the latest topless, bottomless, sideless swimsuit was forcibly fitted. The more normal swimsuit was hoisted high enough on a cruiser in the harbour to ensure that only barefaced bravado and an exit from the water could ensure its return to its rightful owner. Someone's Mum was heard to exclaim it was the biggest thing she had seen in years, we are not sure to what she was referring, we can only hope she meant funniest. The presence of two Policemen at the club did little to pour oil on John Shentons embarrassed water, but fortunately for him they were having a friendly visit with Dave the Beachmaster. The Sheppey Gang did make it up to him by providing a Birthday Cake at the Dinner later in the evening and singing "Happy Birthday " I'm still not quite sure which he found the most embarrassing!!!!

Social

The highlight of the week, the Dinner and Prize Giving, was upon us and sadly the end of yet another good week at Tenby. The menu of Soup, Turkey and Profita Rolls was consumed hungrily since the start had been early and most had had no time to eat since boats had had to be de-rigged and packed ready for the migration back home.

Ian Madely the Chairman started the ball rolling by introducing the guests and our Guest of Honour, "Mr Mayor" Councillor Eileen Hodgeson who the committee had met earlier in the Mayors Parlour and a most charming lady despite her official title of "Mr". Ian called upon Mr Mayor to address the assembled company, not without a certain amount humour aided by the faulty microphone supplied by one Beachmaster ..... do they do it on purpose, I ask? since they all seem to be on first name terms with the Mayor you do get the impression that Tenby is a very friendly place! The Mayor ended by presenting a Town Plaque to the Commodore of Tenby Sailing Club, it seemed the club had not got one, yet the Mayor seemed to think one had been presented before, a previous Commodore got the blame and Colin got a new one. Ian invited the Commodore to speak and he thanked his splendid team for all their efforts, there is no doubt that they did us proud, no problem was too large or too small to be dealt with promptly, the Race & Safety Boat Teams worked well and the girls in the Kitchen and Bar were absolute bricks, they certainly got their round of applause!

Colin ended by thanking the sponsors Texaco for their invaluable help, their representative was able in his response to explain how pleased Texaco were to support Tenby Sailing Club and the Osprey Association Championships. Also he explained about the many other areas of work that they are supporting in sailing in the South Wales of which they can be justly proud.

Ian then asked the Commodores Lady to present the prizes to the first three crews who had succeeded in each of the races. After this Mr Mayor presented the Championship Prizes after which we were treated to a speech from Oscar who managed to forget which sailing club the Nationals had been held at much to the amusement of all, especially Chris White who had got the wrong week booked to come to Tenby but, as he was quick to shout out, at least he had come to the right venue. Thus the formal part of the evening had been completed and the floor was cleared for dancing and the bar prepared to quench the thirsts of salt hardened sailors. Thus ended yet another successful, if less well attended, National Championships with a new Champion who won so very convincingly and with great style WELL DONE OSCAR & CHRIS!

Scottish & Northern Championships

Sunderland

Sunderland Yacht Club hosted the Scottish & Northern Championships, a 3 day event which was well supported with winds ranging from force 1 - 4, starboard and port hand courses. Very close and exciting racing with the winner being decided on the final beat of the last race. with 3 boats being able to snatch the championship.

Race 1 Pan Ha trophy - Started with a SW 3 decreasing, led by Dave Griffiths, followed by Robert Shaw who passed Roger Edwardson on the second beat, these positions were held to the finish.

Race 2 High & Dry Trophy - in winds of force 2 John Lang was passed by Fiona Bullimore who played the shifts up the second beat to perfection to pull out a substantial lead, which she held to the finish.

Race 3 Taybridge Trophy - for the Sunday afternoon race the wind built to a 3 - 4, Robert Shaw, Dave Griffiths and John Lang battled it out with close racing in that order.

Race 4 Queensborough Trophy - Led by Dave Griffiths to be passed by Fiona Bullimore and Shaw.

Race 5 Sunderland Shield - The final race was to decide the Championship. Dave Griffiths leading after a port tack start was across the fleet to be passed by Fiona who led till half way through with Dave Griffiths pushing Fiona back to third and John Lang fourth, the first four boats finishing within 1.5 minutes of each other.

Overall Results

Post	Boat	Name	Helm / Crew	Club
1st	1272	Roker Express	R Shaw	Sunderland
2nd	1116	Lethal Weapon	D Griffiths	BSC
3rd	1240	Cognito	F Bullimore	Datchet
4th	1178	Physco	J Lang	West Riding

Individual Trophies Results

Trophy	Boat	Name
Pan Ha	1116	Lethal Weapon
High & Dry	1240	Cognito
Taybridge	1272	Roker Express
Queensborough	1240	Cognito
Sunderland Open Shield	1272	Roker Express

Report by

Robert Shaw

RYA Rejoinders

The RYA are keen to promote personnel membership this is to ensure that when they speak, they can speak with the backing of a great number of sailors of all creeds from Windsurfer to Large Motor Yacht owner.

We have heard a great deal of late of the legislation that the EEC has tried to inflict on us and the water sports field is as prone as any other area to this legislation.

Do you know the Osprey Yardstick

It certainly escaped my notice that the RYA had knocked us down to **99!** In fact it should have been recorded in the last Magazine, why wasn't it? .... well nobody told me and my club was still blissfully unaware of the situation until some "on the ball lady" at the Royal Soveriegn marked our entrants down one point.

We in Britain have enjoyed a particular freedom with regard to our use of water which our European brothers have not had for many a long year, if at all.

Whilst being an RYA Senior Instructor and committed to the idea of ensuring that as many Dinghy Sailors as possible are well trained, I am not at all keen on people being forced to pass examinations and issued with certificates before they can take to the water.

Nor am I keen to be told what boat and what type of safety equipment I must use. Our European cousins generally have a very limited number of classes of boats available to them and the situation with sales of (second-hand) boats seems to be in the main an area for so called professionals. This was brought home to me rather forcibly recently when a visiting Frenchman entering our Dinghy Park asked where the shops were that sold boats. I was hard pressed to explain to an uncomprehending Frenchman that the best place was Yachts & Yachting and club notice boards and that any such points of sale just did not generally exist in England. I did not even think it worthwhile to ask what type of boat he would like to buy since this was sure to open up yet another bewildering situation for my poor Frenchman. The only good thing about the encounter was that it gave me an opportunity to practise my improving French on the real thing.

The whole point is if you haven't already guessed is to try and pursuade you to join the RYA, a joining form is enclosed. There are of course some other benefits such as the free books which give you back some of your membership fee. After all we all need the Portsmouth Yardstick and the Racing Rules if nothing else. Oscar could even get some directions on where Tenby is with some of the publications .... sorry Oscar!

So why not join, its in all our best interests both individually and collectively!

Terry

Sunderland YC

Our First Season with a Fleet of Ospreys has been a great success with 5 boats sailing on a regular basis having a mix of types to show new prospects. We have three more prospective customers when the right boats come up for sale.

We have a permanent Race Officer and rescue Crew running our races and we have been having line starts and committee boat starts joining in with the handicap racing. The winter series runs from November to December and is an open series culminating in a Boxing Day Open which will be a mass start handicap.

Racing our current boats are

167	Light & Bitter	Mk II
632	Sugar Puss	Mk II
1008	Crackertoo	MkIII
1056	Zoltan	MKIII
1272	Roker Express	MKIII

Our target is to get 10 by the end of next season. Social activities have also helped build the class with BBQ's and special events. Anybody wishing to sail an Osprey in the NE contact Robert Shaw on 091 5640666

Happy Christmas and good sailing

The Roker Ospreys

National Osprey Class Association

New/Renewal Membership Form

Name ..... Boat No .....

Address ..... Boat Name .....

..... Sailing Club Name & Address .....

....

....

....

Telephone No ..... Type Of Membership .....

FULL : Required if you intend to sail your boat on the Open Meeting Circuit. Cost £20
CLUB : Required for your boat to be in class for sailing at your own club only. Cost £12
SUPPORT: for non-boat owners who wish to support the Association. Cost £9

Membership Details are kept on Computer in accordance with the Data Protection Act

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Standing Order

To:
The Manager,

..... Bank plc

..... (Full Postal Address)

.....

.....

Account Name ..... Account No .....

The payments are to be made to Barclays Bank plc, 93/95 Main Street., Garforth, Leeds LS25 1 AF. Sort Code 20-33-42 for the credit of **NATIONAL OSPREY CLASS ASSOCIATION** Account No 90663557.

I authorise you to pay and debit my account on the 20th January each year until further notice with payments of £ _____ commencing the 20th January 1994 or immediately if later than that date.

Signature .....

Date .....

This order supersedes any existing Order to the National Osprey Class Association.

MEMBERS PLEASE NOTE: The completed form should be returned to the Treasurer: **J M Lang, c/o Forsyth Lang & Co, 8 Lidgett Lane, Garforth, Leeds LS25 1EQ** and **NOT** directly to your Bankers. Renewals are due by the 20th January each year.

Membership

Members are reminded that Subscriptions are due on the 1st January 1994. You should make use of the renewal form in the magazine to ensure that your correct details are lodged with the Association. Failure to notify a change of address, boat etc. may result in your not receiving your magazine and boat stickers.

Members are encouraged to make use of the Standing Order facility which will ensure your continued membership with no effort on your part. Why not do it right now?

Have you got your Handbook yet ?

You can get yours by sending Terry McDonald £2.00 and an SAE with a £1.30 Stamp.

Its over 1/2" thick and worth every penny!

MOUNTIFIELD
Sails

Are carrying out much work on Laser Cut Computer Generated Osprey Sails

Achieving 1st Poole Open (Part Inventory)

Ring Mike Mountifield on 0705 463720

Mountifield Sails Ltd
Magdala Road Hayling Island
Hampshire England PO11 OBH
Telephone 0705 - 463720
FAX 466451

Wilkinson Sword Results

1993/94

Name	Sheppey	S'foot	Roker	B'ham	Total
Pearce H	100	100	3	100	302
Edwardson R	100	100	5	100	305
Flannery D	100	100	7	100	307
Madely I	100	100	8	100	308
'167'	100	100	9	100	309
Kettley M	100	100	10	100	310
'1142'	100	100	11	100	311
Pilcher R	100	100	100	100	400
O'Kane P	100	100	100	100	400
Roderick J	100	100	100	100	400
Gadd E	100	100	100	100	400
Stubbs G	100	100	100	100	400
Rawlings N	100	100	100	100	400
Cleminshaw R	100	100	100	100	400
Menear D	100	100	100	100	400
Taylor M	100	100	100	100	400
Guy M	100	100	100	100	400
Sheldrick P	100	100	100	100	400
Stephens C	100	100	100	100	400
Munnery B	100	100	100	100	400
Jackson D	100	100	100	100	400
Jones K	100	100	100	100	400
Gardner S	100	100	100	100	400
Stephens M	100	100	100	100	400
Gibbons K	100	100	100	100	400
Mottram A	100	100	100	100	400
Charles D	100	100	100	100	400
Potter M	100	100	100	100	400
Caldwell G	100	100	100	100	400
Sharp S	100	100	100	100	400
Frith P	100	100	100	100	400
Chess O	100	100	100	100	400
Stainsby M	100	100	100	100	400
Wilson I	100	100	100	100	400
Chalkley D	100	100	100	100	400
Willis DNP	100	100	100	100	400
Angrave P	100	100	100	100	400
Skudder N	100	100	100	100	400
Pym J	100	100	100	100	400
Seymour J	100	100	100	100	400
Bale A	100	100	100	100	400
McDonald TWG	100	100	100	100	400
Saunders S	100	100	100	100	400
Dodds CR	100	100	100	100	400
Rose G	100	100	100	100	400
Offer S	100	100	100	100	400
Hood M	100	100	100	100	400
WebberWalton	100	100	100	100	400
Lewis M	100	100	100	100	400

Compiled by
John Lang

Osprey Builders

For GRP & Wooden Boats	For Wooden Boats
Porter Brothers Unit 1 Dewar Close Sagensworth West Fareham Hants PO15 5UB	Chipstow Boatyards Oak Road Downham Billiricay Essex CM11 1QF
I.L & L.M.Porter	A. Jackson
0489 570222	0268 - 710111

RYA Measurers

Nick Jones	John Lang
Terry McDonald	Huw Pearce
Iain Williams	

Ospreys For Sale

1273 Mk3 Wood Owner built boat, Hull in Gaboon Ply and decks in Bruynzeel Sapele. Built by WEST system. Superspar spars and Hood Sails. Boat only sailed at 1993 Nationals. Offers contact Bob Thomas on 0703-454187.

1251 Mk3 Wood Claridge Hull bult by WEST system. Hood Sails, Superspar Mast & Boom. Trolley, under & Over cover. Recently repainted. £3600 o.n.o. Contact Bob Thomas on 0703-454187.

1236 Porter Hull /Harken Fittings /Proctor Spars, Trolley / Trailer (New), Top and Bottom Covers, 3 Mains, 3 Jibs, 3 Spinnakers, 2 Rudders, spare spinnakers, sailed twice since last August, Red Hull. £3300ono David Owens 081-390-1739

1175 Creasy Hull Wood 2 suits sails, 2 rudder under & over covers, New Combi, Immaculate £4500, Bob Falconer 081-444-4878

1030 Westerly Mk3 GRP trailer/trolley. 2 Suits of sails £1000 o.n.o. John Hall 0234-365580.

963 Kind of Magic, revarnished, Super Spar Mast, 2 Proctor Booms, 2 Mains 3 Genoa's 3 Spinnakers 1 suit nearly new. Trolley Trailer, Cover Milanes and White Foils, Wood Westerly MKII £1100ono Nick Woodley 0634-715674

659 Glass painted Pale Blue & White with 709, Sails Old but not blown, Trailer/Trolley, Mast & Rigging, Struct OK £525 Paul William's 0493 - 740174

375 Westerly Mk3 Conversion, Procter Epsilon Mast, recently refurbished, 2 Suits of sails, Brand new harness, Combi Unit, over cover.£600 o.n.o. Contact Kevin Sheppard 0526-343010.

Sails For Sale

Complete Set of very quick Ullman Osprey Sails, as new including cross cut Spinnaker £580. Also Radial Clew Osprey Spinnaker £100. All sails are in exquisite condition having only done a few opens and one Nationals!
Phone Oscar Chess on 0792 367837

CHIPSTOW OSPREYS



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

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

Osprey Events & Open Meetings 1994

8th January	Bloody Mary
All 4 Sundays February	Datchet Winter Warmups
5th 6th March	Dinghy Show
12th March ?	Draycote Pursuit
23rd 24th April	**Welsh & Midlands Area Championships - British Steel**
May Bank Holiday	**Inland Championships Venue TBA**
14th 15th May	Blithfield
28th 29th & 30th May	West Riding SC Regatta
11th 12th June	**Southern Area Championships - Poole**
2nd 3rd July	Lord Birkett Ulswater
9th 10th July	Poole Regatta
9th 10th July	**Scottish & Northerns Area Championships - Ribble**
23rd 30th July	**National Championships - Mounts Bay**
27th 28th 29th August	Roker Regatta - Sunderland
24th 25th September	Minnis Bay
1st 2nd October	Lymington
To be confirmed	Hayling Island, Kielder Water, Sheppey, Burnham & Mumbles



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

Wilkinson Sword - Trophy to be presented at 1994 Nationals for Competition period August 1993 to July 1994. One Special + Four best Opens (Not Nationals) to Qualify.

Nationals '94

Mounts Bay Sailing Club - Advance Information

23rd July 1994 - 29th July 1994

The week starts off on the Saturday Night with the Commodores Welcome. Mounts Bay Seniors have spoken to many original members of the Association and hope to have many of the 'Stars' from days gone by at Mounts Bay for the weekend.

Sunday

will provide a meal for each Crew and Helm at the club, partners and friends will be able join in for a reasonable fee at the door.

Monday

will be Music night to loosen the legs!

Tuesday

A visit to the Mount to view the ramparts and meet Lord St Leven and his Lady in their spectacular home as well as partaking in a spot of sherry. Hot Dogs will be served at the Club later with the very reasonable 'Amber Nectar'.

Wednesday

The AGM should be attended to ensure a livelier evening prior to the quieter part of the evening ..... downing the odd one or two.

Thursday

A simple 'Do' - a warm-up for the 'Big-Do'!

Friday

The 'Big-Do' this year will be a sit down meal at the Queens Hotel in Penzance followed by Prizegiving and Dancing afterwards. Bring your best frocks girls, its party night! Menus, coaches, creche facilities and reduced fee's for children are all being discussed now, the hotel has the room lets all use it!

Probable Costings

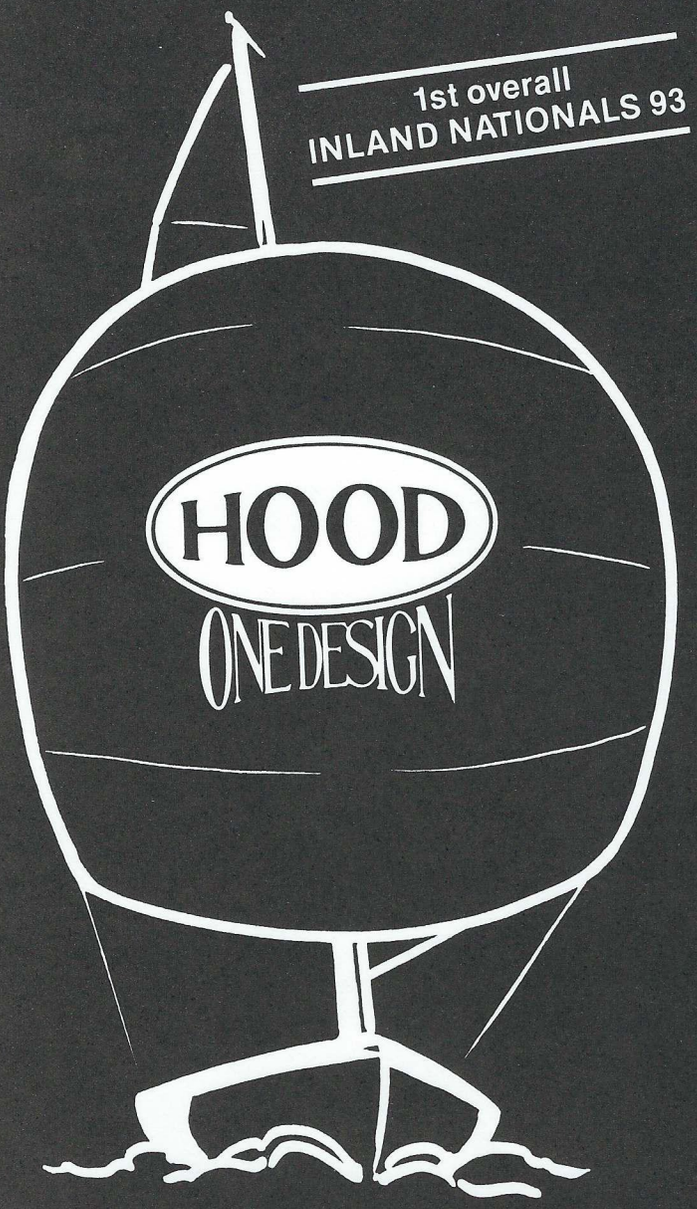
For the weeks sailing and all social events at the club for Helm and Crew appear to be levelling out at just over £100, negotiations are still in progress, but you will be kept informed.
see you there

Ian Madeley

The Editor wishes to apologise to Members and Advertisers for this page having to be inserted into the magazine. This was due to late arrival of essential information, beyond the control of those responsible for its provision and the subsequent publication difficulties arising as a result. We hope everyone will understand our difficulties.

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

Contact Nigel Young
Hood One Design

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Hants., SO41 9RW
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